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# Final Report – Pre Feasibility Study for Proposed Economic Zone at Araihasar, Bangladesh

25 February 2021

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Confidential*

***Bangladesh Economic Zones Authority***





**25 February 2021**

**To**

Project Director  
Support to Capacity Building  
Bangladesh Economic Zones Authority

**Sub:** Pre-feasibility study of 12 Economic Zones in Bangladesh- Submission of Final Report for the proposed Economic Zone at Araihaazar

Dear Sir,

Greetings from PricewaterhouseCoopers Private Limited.

We are glad to submit the Final Report – Pre feasibility study for the proposed Economic Zone at Araihaazar. Please find enclosed herewith the report for your kind reference.

We have captured the following details in this report-

- Executive summary on this report outlining key findings and recommendations
- Introduction to the project and location assessment of the proposed EZ with maps
- Benchmarking of the proposed EZ with respect internationally selected economic zones and similar developments– parametric comparison of the proposed EZ against its competing developments
- Industry assessment to suggest the best fit sectors for the proposed EZ
- Demand projection to forecast the industrial space uptake and estimate utility requirements
- Transport assessment elucidating the multimodal connectivity surrounding the proposed EZ
- Onsite and Offsite Infrastructure assessment, and Master Planning
- Environmental and Social Review
- Financial modelling and Economic modelling

We request you to kindly acknowledge the receipt of the same.

We assure you of our best service at all times.

Thank you.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Manish R Sharma', is written over a light blue horizontal line.

**Manish R Sharma**

**Partner**

**PricewaterhouseCoopers Private Limited**

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# Context of the Study

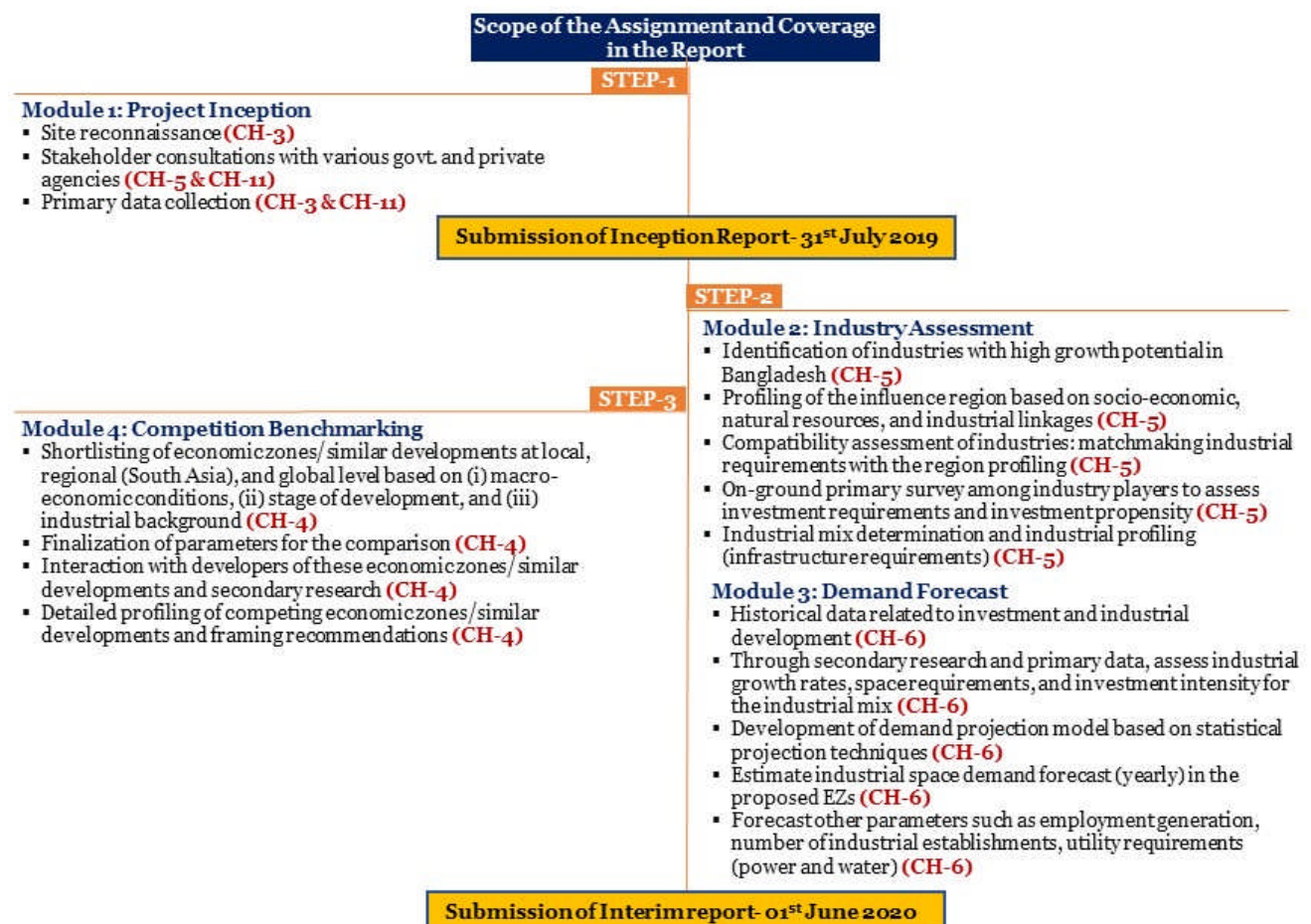
Bangladesh has recorded steady growth over the last decade with Gross Domestic Product (GDP) growth rate ranging over 6%.<sup>1</sup> The steady growth has been assisted by presence of strong labour force (58.3 million in 2011). However, this has also created a unique challenge to create productive employment for the future labour force (nearly 2 million a year) entering the market.

Government of Bangladesh provided planned industrial infrastructure through its Export Processing Zone (EPZ) program to create a conducive environment to attract private sector investment. EPZs assisted in attracting Foreign Direct Investment and generate potential jobs. Since 1993 EPZs have assisted in development of RMG sector in Bangladesh and have boosted exports to nearly US\$ 2.9 billion by FY 10 and generated significant employment. However, EPZs had its own shortcomings in terms of contribution to domestic economy and linkages and integration to domestic industries.

Govt. of Bangladesh planned the development of Economic Zones (EZ) to address this issue. The Economic Zones provide flexibility in terms of management and investment. The EZs would be less reliant on government subsidies and would be able to leverage private sector capability. The Economic Zone Act was passed in 2010 and Bangladesh Economic Zones Authority was established under the Prime Minister's Office (PMO) for development of Economic Zones across Bangladesh.

Bangladesh Economic Zones Authority with support from World Bank has implemented the Private Sector Development Support Project (PSDSP) to support development of economic zones under the new EZ model. This study is being undertaken as part of the PSDSP to carry out independent pre-feasibility study of 12 Economic Zones. The scope of work under the study for each Economic Zones along with chapters covering the scope have been mapped below.

## Scope of the assignment and report coverage



<sup>1</sup> As per World Bank data (constant price GDP data)

## Scope of the Assignment and Coverage in the Report

### STEP-5

#### Module 5: Transport Assessment

- Through secondary research and primary stakeholder consultations (with various government nodal agencies like RHD, BLPA, CAAB etc.) assess the as-is scenario of multimodal connectivity (for road, rail, port, and airport) (CH-7)
- Assess the areas of improvement and government initiatives to improve logistics scenario in the region surrounding the proposed EZs (CH-7)
- Recommend micro-level transportation augmentation initiatives to foster seamless logistics (CH-7)
- Action Plan development: Assessment of cost, timelines of development, and jurisdictional responsibilities for each of these recommendations (CH-7)

### STEP-7

#### Module 9: Financial Modelling

- Financial Model to be developed in sync with demand forecast (module-4), infrastructure assessment (module-6), & master planning (module-7) (CH-13)
- Identification of revenue sources (CH-13)
- Finalization of cost, revenue, and financing assumptions in discussion with BEZA (CH-13)
- Preparation of guide to operate the financial model (CH-13)
- Estimation of key ratios such as project IRR, equity IRR, Debt-Service Coverage Ratio (CH-13)
- Recommendations on Project structuring (CH-13)

#### Module 10: Economic Modelling

- Economic model to be developed in sync with the financial model (module-10) (CH-14)
- Identification of economic cost and economic benefits accruing from the project (CH-14)
- Estimation of economic IRR (CH-14)
- Preparation of guide to operate the economic model (CH-14)

### STEP-4

#### Module 6: Infrastructure Assessment

- Analysis of existing utility networks in the surrounding region (CH-8)
- Study of contour map and site intrinsic attributes like Land use, seismic, physiographic, geological and others (CH-8)
- Identification of key constraints in the proposed EZs (CH-8)
- Assessment of off-site and on-site infrastructure requirements (CH-8)
- Block cost estimation for off-site and on-site infrastructure requirements (CH-8)

#### Module 7: Master Planning

- Formulation of planning regime and planning principles (CH-9)
- Development of best practice master planning (CH-9)
- Land use planning and zoning/layout (CH-9)
- Development of phasing plan (CH-9)
- Smart & Sustainable initiatives (CH-9)

### STEP-6

#### Module 8: Environmental and Social Review

- Review of applicable Environmental and Social laws, regulations and policies applicable to the project, WB Safeguard Standards-Guidelines, BEZA's RSMF etc. and preparation of Checklist for Screening Exercise (CH-12 & CH-13)
- Site reconnaissance survey and stakeholder consultation (CH-11 & CH-12)
- Establishment of Environmental and Social Baseline Scenario (CH-11 & CH-12)
- Identification of key Environmental and Societal Risks and suggestion for preliminary mitigation (CH-11 & CH-12)
- Development of Environmental Management Plan (EMP) and Suggestion on requirement of Social Impact Assessment (SIA)/Resettlement Action Plan (RAP) (CH-11 & CH-12)

Submission of final report- 25<sup>th</sup> February 2021

## Scope Limitations

- The study team has identified the source from where sand can be dredged for land filling. However, to identify the exact area from where sand has to be dredged would require detailed study and should be carried out as part of the master planning of the Economic Zone.
- The study team has identified the broad estimate for resettlement plan in line with scope of the assignment. The actual cost for resettlement plan due to offsite infrastructure should be carried out at masterplan stage when the offsite infrastructure alignment would be finalised.
- The Environmental Management Plan cost has been provided based on scope of the assignment. Detailed EMP cost study needs to be carried out as part of the masterplan study.

# List of Abbreviations

Abbreviation	Full Form
AADT	Annual average daily traffic
AC	Air Conditioner
AI	Artificial Intelligence
APC	Automated Process Control
API	Active Pharmaceutical Ingredients
BAPA	Bangladesh Agro-Processors' Association
BBS	Bangladesh Bureau of Statistics
BCMEA	Bangladesh Ceramics Manufacturers and Exporters Association
BCR	Benefit Cost Ratio
BDI	Baltic Dry Index
BDT	Bangladeshi Taka
BEPZA	Bangladesh Export Processing Zone Authority
BEZA	Bangladesh Economic Zones Authority
BGMEA	Bangladesh Garments Manufacturers and Exporters Association
BIDA	Bangladesh Investment Development Authority
BIIP	Bahrain International Investment Park
BIWTA	Bangladesh Inland Water Transport Authority
BLPA	Bangladesh Land Port Authority
BRRRI	Bangladesh Rice Research Institute
BSCIC	Bangladesh Small and Cottage Industries Corporation
BOI	Board of Investment
CAGR	Compound Annual Growth Rate
CEPZ	Cavite Special Economic Zone
CETP	Central Effluent Treatment Plant
CEZ	Cavite Economic Zone
CKD	Completely Knocked Down
COVID	Coronavirus Disease
DDT	Dividend Distribution Tax
EPZ	Export Processing Zones
DME	Distance Measuring Equipment
DSCR	Debt Service Coverage Ratio
EIRR	Economic Internal Rate of Return
EPF	Employee Provident Fund
EPZ	Export Processing Zones
ETP	Effluent Treatment Plant
EU	European Union
EXIM	Export & Import
EZ	Economic Zone
F&B	Food and Beverages
FCL	Full Container Load

<b>Abbreviation</b>	<b>Full Form</b>
FDI	Foreign Direct Investment
FMCG	Fast Moving Consumer Goods
FY	Financial Year
G2G	Government to Government
GCC	Gulf Co-operation Council
GDP	Gross Domestic Product
GNI	Gross National Income
GoB	Government of Bangladesh
GST	Goods and Services Tax
GVA	Gross Value Added
GVC	Gross Value Chain
HBR	Harvard Business Review
HEIP	Hermosa Ecozone Industrial Park
HYV	High Yielding Variety
IIFC	Infrastructure Investment Facilitation Company
IOT	Internet of Things
IT	Information Technology
ITC	International Trade Centre
IWT	Inland Water Transport
KL	Kilo Liter
Km	Kilometer
KV	Kilovolt
KVA	Kilo Volt-Ampere
KWH	Kilo-Watt Hour
LDC	Least Developed Country
LGED	Local Government Engineering Department
LFMEAB	Leather goods And Footwear Manufacturers & Exporters Association of Bangladesh
LLP	Limited Liability Partnership
LNG	Liquefied Natural Gas
LPG	Liquefied Petroleum Gas
MAC	Middle and Affluent Class
MACE	Mahindra Consulting Engineers Limited
MLD	Million Liters per Day
MSME	Micro, Small and Medium Enterprises
MT	Metric Ton
MVA	Mega Volt Ampere
NSSF	National Social Security Fund
OD	Origin Destination
P&L	Profit and Loss
PBF	Pre-Built Factory
PEZA	Philippines Economic Zone Authority
PHP	Philippine peso



<b>Abbreviation</b>	<b>Full Form</b>
PIRR	Project Internal Rate of Return
PIWTT	Protocol on Inland Water Transit and Trade
PPM	Parts Per Million
PPP	Public Private Partnership
PSDSP	Private Sector Development Support Project
PVC	Polyvinyl Chloride
PwC	PricewaterhouseCoopers
QIIP	Quantum Index of Industrial Production
R&D	Research & Development
REB	Rural Electricity Board
RHD	Roads and Highways Department
RMG	Readymade Garments
SASEC	South Asia Sub regional Economic Cooperation
SCADA	Supervisory Control and Data Acquisition
SDF	Standard Design Factory
SERF	Shadow Exchange Rate Factor
SEZ	Special Economic Zone
SME	Small and Medium-sized Enterprises
SMI	Survey of Manufacturing Industries
STP	Sewage Treatment Plant
SWRF	Shadow Wage Rate Factor
ToR	Terms of Reference
TCF	Trillion Cubic Feet
TEU	Twenty-Foot Equivalent Unit
ToR	Terms of Reference
TV	Television
TVET	Technical and Vocational Education and Training
UK	United Kingdom
UN	United Nations
UNO	Upazila Nirbahi Officer
USA	United States of America
USD	United States Dollar
VAT	Value Added Tax
VSEZ	Vishakhapatnam Special Economic Zone
WB	World Bank
WTO	World Trade Organisation
YOY	Year on Year

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# 1. Executive Summary

Changing global dynamics depict the growth prospect in Bangladesh and how this country has been shaping up as an attractive investment destination. Country's specialisation in RMG sector is a success story for which Bangladesh has been able to effectively leverage on its demographic dividend. However, the country has been over dependent on this sector and is not being able to diversify its export basket. Moreover, with the advent of the global Corona virus (COVID-19) pandemic, which has adversely affected the Textiles & RMG due to its labour-intensive nature, Bangladesh should look towards diversification now even more than ever. In a prescience move GoB had already envisaged that organized industrialization in the country will be able to improve the country's competitiveness thereby attracting more investments from manufacturers globally and help in the diversification process. In lieu of this, the emergence of the EZ model, is expected to foster organized industrialization in the country, which in turn shall promote investment inflow and employment generation.

In tandem with this initiative, economic zone (EZ) regime ushered in, and BEZA was conceptualized. BEZA is the nodal agency mandated for economic zone development in the country. BEZA in support with World Bank is implementing PSDSP to upkeep pilot multi-product EZ projects under the new EZ regime.

As part of this endeavour, BEZA and the World Bank intend to undertake pre-feasibility studies of twelve economic zone locations spread across the country. This report captures location assessment, competitive benchmarking and demand assessment modules of the pre-feasibility assessment of economic zone location at Araihasar, Narayanganj district.

Proposed EZ is spread across an area of 413 acres (out of which 157.86 acres is privately owned) and is located in Araihasar Upazila, Narayanganj district of Dhaka division. The proposed EZ is adjacent to Meghna river and it has no direct road connectivity. Presently last mile connectivity to the proposed EZ is through Bishnandi ghat (~11 km). Dhaka-Chittagong highway (N1) is the nearest highway which is ~35 km from the proposed EZ (including ferry ride from Bishnandi ferry ghat). N1 connects the proposed EZ with Dhaka (~64 km), Comilla (~112 km) and Chittagong (~258 km). The nearest rail head is at Narsingdi which is at a distance of around 33 km from the proposed EZ. The nearest seaport at Chittagong is at a distance of ~258 km from the proposed EZ. Narayanganj river port nearest river port which is located at a distance of ~53 km from the proposed EZ.

River Meghna is located adjacent to the proposed EZ which could act as source of surface water for the proposed EZ. The groundwater depth in the region of the proposed EZ varies from 40 to 50 ft. The nearest power source is Sonargaon grid sub-station (~15 km) with total capacity of 150 MvA. Nearest gas station is Haripur gas station which is located at a distance of ~37 km from the proposed EZ. Utility requirements (power, water and gas) and the possible strategies to source the same would be assessed in the final report. BEZA may request relevant nodal agencies to extend the utility connection to the proposed EZ.

Basic social infrastructure (medical, residential, and academic) are available in this region to cater to the requirements of unskilled and semi-skilled manpower. Quality social infrastructure (medical, residential, and academic facilities suitable for expats, executives and skilled human resources) is available in Dhaka (~64 km). Provisions will be evaluated in the final report to include adequate social infrastructure facilities that could serve the needs of skilled personnel and expats working in the proposed EZ.

In order to incorporate the best prevalent practices in development of industrial infrastructure, it is imperative that the proposed zone is evaluated against similar developments in comparable neighbouring and global economies. In this regard, the competitive benchmarking exercise is taken into cognizance so that the developer becomes oblivious with the drivers of an EZ and assess the proposed zone vis a vis similar development taking place globally. The benchmarking exercise assesses various parameters such as commercial terms, infrastructure availability, labour cost, distance from trade gateways, etc. for similar developments across the globe. Once completed, this analysis not only provides the relative competitiveness of the proposed economic zone vis a vis the other zones but also synthesises the key learnings from each of these zones. Since, this report captures only the location analysis, and the industry and demand assessment of the proposed economic zone apart from competition benchmarking, certain sections in the comparative analysis section are kept to be updated as we

further proceed to the relevant modules (like master planning, infrastructure assessment, and financial modelling) on course during the pre-feasibility study.

In line with the identified features of the proposed EZ and its competitiveness, a framework of industry assessment has been formulated. The industry assessment framework is based on a stepwise approach to finalise the industrial sectors which are best fit for the proposed EZ. In summary, it emphasizes on the trade potential of each sector, their participation in the Global Value Chain and the priority sectors of the GoB to highlight an initial set of industrial sectors best suited for development in the country. In doing so, the impact of COVID-19 pandemic on these sectors has also been assessed to understand its underlining effect on the demand side. Our assessment depicted that Textiles & RMG, Leather, Chemicals etc. would be amongst the most adversely affected sectors due to ongoing lockdown protocols whereas certain sectors such as Food & Beverages, Agro-based products could be immune against the impact of the pandemic.

Through amalgamation of the national industrial landscape with the regional landscape and site intrinsic features, suitability of various industrial sectors to the proposed EZ has been assessed with additional validation of this desk-based study through primary survey's amongst domestic and foreign investors. Basis this hypothesis, the following industrial sectors emerged out as the potential industrial mix for the proposed EZ:

Primary set of industries:

- Food & Beverages
- Leather and Leather products
- Pharmaceuticals
- Non-metallic minerals
- Heavy Machinery, Iron & Steel and Metals
- Light Machinery and Equipment & Furniture

Secondary set of industries:

- Paper and Packaging
- Chemicals

Presence of water frontage gives it requisite advantage in terms of growth of sectors such as non-metallic minerals and heavy metals, the potential of which is further amplified by the fact that it is located in Narayanganj district and thus have access to an already present industrial ecosystem in its vicinity. This will help these industries in terms of forward/backward linkages; also, proximity to the most industrially developed areas of the country i.e. Dhaka gives the proposed EZ an inherent edge for future growth. However, regional assessment and industry landscaping indicate that the economy of Narayanganj district and the surrounding region is predominantly dependent on the agriculture and aquaculture which provides the impetus for Food & Beverages industries in the proposed EZ. In addition, with an already prevalent ecosystem of bamboo and cane small and medium scale industries in the adjoining districts, Light machinery, equipment and furniture also becomes a sector of choice for the proposed EZ. Voice on ground also captured that the investors are require certain pre-requisites in order to relocate to the proposed economic zone in terms of availability of cheap source of labor, proximity to the source of raw materials, access to CETP/STP, uninterrupted power supply for continual industrial production, warehousing facilities, subsidized land tariffs etc. among others. They also pointed out certain challenges such as high duty on customs, complicated clearance processes, shortage of power, high utility tariffs, social security as some of the issues acting as hindrances to investment.

Based on the above-mentioned industrial mix, land demand forecasting in light of statistical projection techniques have been undertaken. Three scenarios have been considered viz. aggressive, base, and conservative. Assumptions related to industrial growth rates and investment inflow to the proposed EZ have been varied as per the three scenarios. It has been assumed that in aggressive (conservative) case, higher (lower)

infrastructure induced growth rate and higher (lower) investment inflow taking place to the proposed EZ. Base case considers the current scenario backed up by evidences and present trends. Similarly, the industrial growth rates assumed have been varied in order to factor in the impact of COVID-19 on their future growth.

Demand projection outlines that in the post-COVID scenario, complete industrial space uptake would take place in 11 years in conservative case. For base and aggressive cases, the same would be spread over 9 years and 7 years respectively. Corresponding to this land demand, the ultimate power and water demand for the proposed economic zone is 48 MVA and 9.4 MLD respectively (for Base case). The project would generate direct employment of approximately 60,390. (for Base case).

The cumulative land uptake for the proposed EZ across the three cases – Conservative, Base and Aggressive are as follows –

**Table 1: Industrial space occupancy (in %) for the three scenarios (cumulative)**

Scenarios	2028	2029	2030	2031	2032	2033
Conservative	4%	8%	14%	19%	28%	36%
Base	11%	18%	28%	37%	49%	62%
Aggressive	14%	25%	38%	51%	67%	84%

Source: Statistical projection technique; Demand Forecasting

**Table 2: Industrial space occupancy (in %) for the three scenarios (cumulative)**

Scenarios	2034	2035	2036	2037	2038 to 2047
Conservative	44%	53%	69%	86%	100%
Base	75%	89%	100%	100%	100%
Aggressive	100%	100%	100%	100%	100%

Source: Statistical projection technique; Demand Forecasting

Master Plan, Off-site Infrastructure plan, and On-site infrastructure plan have been prepared for the EZ site in line with the industries proposed to be established within the proposed EZ, statistical demand forecasting, and prevalent best industry practices. Off-site infrastructure takes into consideration providing the external basic infrastructure facilities (such as site filling, power supply, water supply, and access road) to the doorstep of the proposed EZ. Development of off-site infrastructure is the responsibility of BEZA. On-site infrastructure considers internal infrastructure components (such as internal road network, power substation, water conveyance system, sewage and effluent treatment facilities and other support amenities etc.). Development of on-site infrastructure is the responsibility of the private developer (in case BEZA opts for the PPP route).

There are totally 258 plots within EZ out of which 255 plots are earmarked for industrial usage, 2 plots for utilities and remaining 1 plot has been earmarked for public & support amenities.

The project is planned to be developed over 2 phases. It is proposed to develop 226 acres of land in phase I and 187 acres of land in phase II. The details of the phasing plan are shown in the next page.

The proposed Master Plan has segregated the proposed EZ into Industrial Zone, Zone specific infrastructure area, Public and support amenities, utilities and roads, green spaces and water channels.

For master planning purpose, entire processing area has been considered as a single industrial zone having varied plot sizes. However, this zoning plan is indicative in nature and may vary based on on-ground implementation of the project. The developer may undertake a separate industry assessment and master planning exercise in order to validate the same.

Further to develop the best practice Master Plan, Infrastructure plan has been developed for the proposed EZ in Araihasar including the following –

**Site filling** – Based on the study of contour, it is found that the site needs to be filled for a depth of about 1.8 m (10 feet) on an average and the total estimated site filling quantity is about 3342703 cum. Dredged sand from River Meghna is suggested as a source for site filling. However, detailed hydrostatic study has to be carried out for identifying the suitable point of dredging and necessary permission has to be obtained from Bangladesh Inland Water Transport Authority (BIWTA) authorities for dredging of sand from the river for site filling.

**Road** – The total length of the road planned within the proposed EZ is ~9.36 km. This comprises 4-lane and 2-lane road network. Internal road network provides access to the industrial plots apart from providing access to areas having support amenities.

**Power** – Based on the assessment, it is found that the power demand for the proposed EZ would be about 48 mVA. To cater this power demand, a main receiving 132/33/11 kV sub-station shall be established within the proposed site. From the site visit and the discussions with REB officials, it is understood that, the power to the receiving sub-station shall be availed from 132/33 kV Bhulta grid sub-station from which an exclusive external power transmission line shall be established for a distance of about 15 km. This source shall be relied to meet the initial and ultimate power demand of proposed EZ.

**Water** – Based on the assessment, it is found that the total potable water demand for the proposed EZ would be about 5 MLD. This figure is indicative in nature and may vary based on on-ground implementation of the project. The developer may undertake a separate industry assessment and master planning exercise in order to validate this figure.

River Meghna is abutting the site on the West and South side of the proposed site. From the discussion had with UNO officials, it is understood that River Meghna is perennial in nature and can be relied to meet the water demand of the proposed EZ.

**Sewer System** – Total sewage estimation of proposed EZ site is ~4,735.03 cum/day. Sewage Treatment Plant is proposed within the proposed EZ to treat the sewage water.

**Solid Waste Management** – The estimated total solid waste quantity for the proposed EZ is about 4 TPD.

Master plan and proposed infrastructure interventions in the proposed EZ necessitate the need for a social and environmental review to assess the impact arising from the development initiatives.

The development of the EZ is envisaged on land parcel of 413.02 acres which is contained in Arai hazar Upazila, of which 157.86 acres of privately-owned land and 255.16 acres of khas land. The land is used for agricultural activity and the proposed project will result in the loss of livelihood due to loss of farmlands. This requires the development of a comprehensive Resettlement Action Plan for the affected people. Based on site visits and stakeholder consultations, it can be surmised that the proposed area is predominantly used for agriculture purpose. The project will affect approximately 300 PAHs (~1500 PAPs) in terms of households who'll be losing their land and other assets. There are 6 Household structures are located within the proposed EZ boundary.

A detailed social impact assessment (SIA) should be carried out to assess the standard of living of this population, and hence arrive at an estimate of the losses that they will have to face in terms of loss of livelihood opportunities.

Environmental Review formulates Environment Management Plan (EMP) to mitigate adverse impact on the environment due to development of EZ. This EMP envisages precautions needed to be taken by the developer during pre-construction, construction and operation phases along with regular monitoring of environmental impacts. Fixed cost of implementing the EMP has been estimated to be BDT ~58.472 million.

Basis the master planning and environmental management plan, the cost estimate of developing the EZ site is expected to be around BDT 12,061 million (without SFB). This is the total hard cost for development of infrastructure (off-site, on-site and EMP) in the proposed EZ. Estimated project cost is tentative in nature and may vary during on-ground implementation.

Taking into consideration the cost of developing the EZ and expected revenue that would be generated from the proposed EZ a financial model has been developed in order to assess the feasibility of developing this EZ. In order to do so, two cases were analyzed, Case 1 where BEZA plays the role of developer of the project and Case 2 where BEZA assigns a PPP developer to develop the project.



Analysis of project returns when BEZA plays the role of the developer and adopts queen bee strategy, reveals that although the project IRR is less than the desired values (13%) for similar projects for all option, the project financials enables BEZA to service its debt and also recover its cost associated with the project when BEZA develops the infrastructure with assistance from the respective nodal agencies and multilaterals. Thus, BEZA could act as the developer of the project from the perspective of its ultimate objective of socio-economic upliftment of the communities through manufacturing-based employment generation.

When a conventional approach of PPP structuring is followed where the PPP developer is selected based on certain bid parameters (through competitive bidding process) and it has to incur certain pay-outs to BEZA, the project is financially not attractive. The project shows improved financial returns when BEZA extends certain fiscal assistance in form of (i) waiver on the pay-outs, (ii) any nature of grant through VGF/ annuity.

On the contrary, the project financials in case of a PPP developer developing the project, indicates that the project returns are not attractive (~9.52 %) when BEZA adopts the unconventional approach. On the other hand, in case of pay-outs being charged by BEZA in the form of upfront payment, annual land lease and revenue share, the project returns for the PPP developer further deteriorates and to (~6.83 %).

In addition to the financial modelling, an economic modelling exercise has also been undertaken to evaluate the economic benefits accrued from this project. Economic analysis is essential to develop a rationale for Government of Bangladesh to support the development of the proposed EZ and illustrates the measure of the accrued economic benefits. A good EIRR would also assist the private developer in making a good case to be able to avail concessional loans and financial support.

The economic impact analysis infers that apart from natural capital, the project has progressively sustainable impact on the different capital of the micro market. It can be concluded that the envisaged EZ is sustainable and will help in uplifting the economic condition of the population in the area or residing in the project impact region.

In order to quantify this impact on the macro economic landscape of the country, Economic Internal Rate of Return (EIRR) is calculated. Three scenarios have been considered for the purpose of EIRR calculation viz. conservative, base, and aggressive. Details of these scenarios are outlined in the demand forecasting exercise. Base case Economic Internal Rate of Return (EIRR) has been calculated as 30.75%, which indicates that the project is moderately attractive and would provide good returns.

Based on the area, location attributes, stage of development, macroeconomic parameters, and subscription tariffs a bench-marking exercise has been undertaken with the intention of assessing the competitiveness of the proposed economic zone vis-a-vis other similar developments in the region or emerging economies.

The benchmarking exercise has assessed various parameters such as commercial terms, infrastructure availability, labour cost, distance from trade gateways, etc. for similar developments. This analysis not only provides the relative competitiveness of the proposed economic zone but also synthesises the key learnings from each of these zones. For the purpose of benchmarking of the proposed EZ with other competitors at the same development stage, a total of 6 economic zones/ industrial parks have been shortlisted at local, regional, and global levels. These 6 economic zones/ industrial parks are spread across countries such as India, Bahrain, Sri Lanka, Philippines and Cambodia.

Benchmarking exercise highlights the fact that the proposed EZ at Araihasar is competitive with respect to the benchmarked zones in terms of land lease rental, power tariff, and labour cost. Moreover, provision of facilities such as Water Treatment Plant and Sewage Treatment Plant within the stipulated area of the proposed zone also keeps it at par with the competing zones as most of these zones entail such facilities. Incentives offered by the GoB for investors in Bangladesh are also competitive as compared to most of the competing zones which may again prove to be advantageous for the proposed EZ. On the other hand, higher land lease premiums and utility tariff as compared to the competing zones may act as a catalyst in augmenting the project profitability as some of the benchmarked zones show such trend compared to the proposed EZ. Moreover, presence of ready-made social infrastructure in proximity to EZ could act as a catalyst to attract skilled human resources especially the expatriates. However, as stated in the Master Planning section, a land parcel has been earmarked for developing support amenities which can be used to establish vocational training centre, retail outlets and creche facility within the proposed EZ.

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**The demand assessment reveals that the demand for industrial land in the catchment will reach the level to support the development of EZ by FY'28 only. From the financial analysis it has been observed that the project is financially feasible only when both offsite and onsite infrastructure is developed through assistance of the respective nodal agencies. However, project should fetch good economic return when developed on the stipulated time. BEZA should place the proposed EZ at Araihasar under low priority<sup>1</sup> considering the low reduced demand for EZ due to high competition from other existing or upcoming EZs.**

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<sup>1</sup> Basis the demand assessment site which can commence operation after FY'27 are defined as low priority site for BEZA

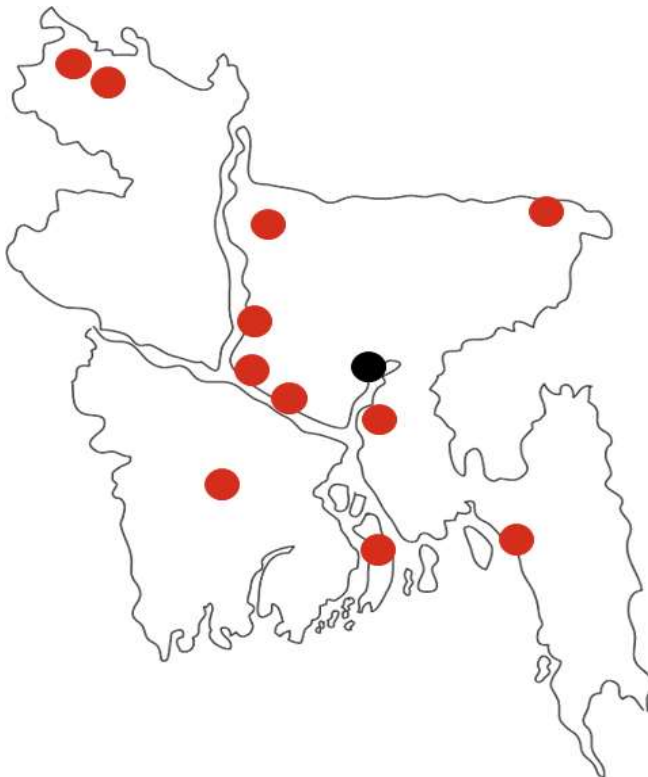
## 2. Introduction

Bangladesh has been depicting sound growth with Gross Domestic Product (GDP) growth rate ranging over 6% in the last decade.<sup>2</sup> The country is taking rapid strides towards shaping up as a “developed economy” by 2041. Manufacturing sector outlook of Bangladesh is “factor driven” at present and the country specializes in production of basic products which are traditional and manpower oriented. The country aims to become efficiency driven economy in the future by focusing on efficient process and technology enablement to produce specialized products and to obviate the import dependency. Recent COVID-19 outbreak would have significant influence on this growth trajectory and in turn would cause slow-down in the short term.

So far, the growth trajectory of the country has been highly dependent on Ready Made Garments (RMG) and the export basket is not diversified. Govt. of Bangladesh (GoB) has realized that in order to shape up as developed economy, it is highly crucial to promote organized industrialization through diversification of manufacturing output. Economic Zone (EZ) development in the country is poised to promote inclusion of local supply chain, broadening the product portfolio, and increase export basket. This in turn shall enable a deeper rooted and inclusive growth for the economy in general.

Bangladesh Economic Zones Authority (BEZA) is the nodal agency and regulator of EZ development in the country. BEZA has embarked in an ambitious journey of proliferation of EZs within the country. To support the commitment of the government to develop EZs in Bangladesh, BEZA intends to undertake 12 independent pre-feasibility studies for setting up 12 Economic Zones in various locations.

Figure 1: Locations of the 12 Economic Zones



Name of EZ	Area (acres)
<b>Araihazar</b>	<b>413.00</b>
Bhola	304.07
Chandpur	3037.85
Gopalganj	165.64
Jamalpur	402.66
Manikgonj	320.37
Nawabganj	874.00
Nilfamari	357.76
Panchagarh	580.00
Sitakundo	2369.00
Sylhet	255.83
Tangail	1761.85

Source: Contract agreement executed between PwC and BEZA dated 26<sup>th</sup> June 2019

### **This report captures pre-feasibility assessment of proposed EZ at Araihazar.**

As per the requirements of the terms of reference (ToR), details pertaining to team of consulting experts, project timelines (including list of deliverables), and broad outline of this engagement are furnished in the annexure.

<sup>2</sup> As per World Bank data (constant price GDP data)

### 3. Description of Site Location

Taking cues from similar EZs across the globe and basis opinions of various manufacturing sector players, it is imperative that a strategic EZ location should possess the following attributes-

- Good access to transport network to ensure smooth movement of input and finished goods
- Access to utilities (like Power, Water, and Natural Gas) to ensure continuous production activity
- Proximity to urban hubs ascertaining prevalence of social infrastructure

This chapter aims at assessing the key features of the proposed EZ to evaluate its adequacy to shape up as a prospective EZ location based on the above-mentioned aspects. This analysis is based on the information obtained through initial site reconnaissance and stakeholder consultation with various government departments.

#### 3.1. Location of the Proposed EZ

Proposed EZ is located in Araihasar Upazila of Narayanganj district in Dhaka division. Regional landscape of Narayanganj district indicates the economy of Narayanganj district is agro-based in the rural area and industry based in the urban area. Located in proximity to the capital city, proposed EZ has good access to domestic markets but lacks direct road connectivity.

There are three major industrial/ urban clusters (Dhaka, Narayanganj and Gazipur) located within a radius of 100 km from the proposed EZ. These nodes can act as the immediate market for the proposed EZ and may facilitate in establishing industrial linkages.

Figure 2: Location of the Proposed EZ and the Industrial/ Urban clusters



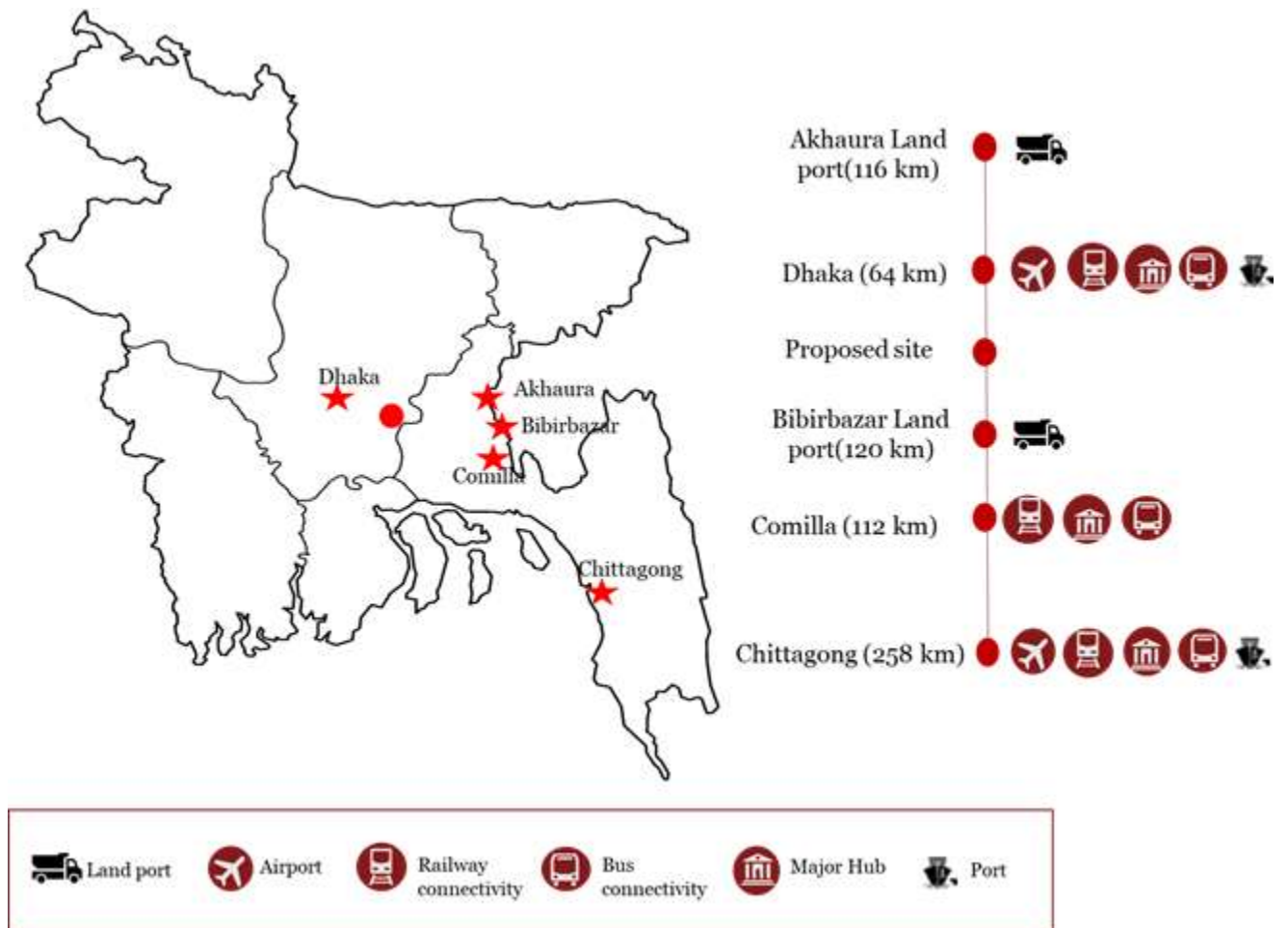
Source: Google Map and PwC Research

Proximity to the capital city also sets forth the possibility of fast-moving consumable items as a target sector in the proposed EZ. Since Dhaka is the major consumption hub of the country, industries which are consumption

driven (like Food & Beverages) could be a possibility in the proposed EZ. Industry assessment shall delve into assessing the forward and backward linkages in context of these urban/ industrial nodes.

Following figure captures the distance of the proposed EZ from various urban/ industrial nodes and EXIM gateways of the country.

Figure 3: Urban/ industrial nodes and EXIM gateways with respect to the proposed EZ



Source: Google Map and PwC Research

### 3.2. Context of the Region Surrounding Proposed EZ

Narayanganj district is renowned for industrial proliferation. Currently, major population of Narayanganj district is engaged in Garments, dying, Knitting, cement and chemical industry. The district has abundant cottage industries such as weaving. International trading import and export business, shipyard brickfield, etc. which create employment opportunities to people facilitating additional income to the household population. The rural economy of Narayanganj is predominantly agricultural. Major crops such as HYV paddy, vegetables, spices, cash crops, pulses etc are grown in this district.

The district also abounds in fishes caught from rivers, tributary channels, creeks as well as paddy fields during rainy season. Some of the major industries in the district are jute and cotton mills, machinery and metal products, chemicals, paper and pulp products, cement etc. Cottage industries, which are abundantly available in Narayanganj district, might act as potential source of raw materials for the proposed EZ

Details of the regional profiling including assessment of the local sourcing of input materials (thus the possibility of forward and backward linkages) have been captured in the industry assessment chapter.

### 3.3. Location Reconfirmation

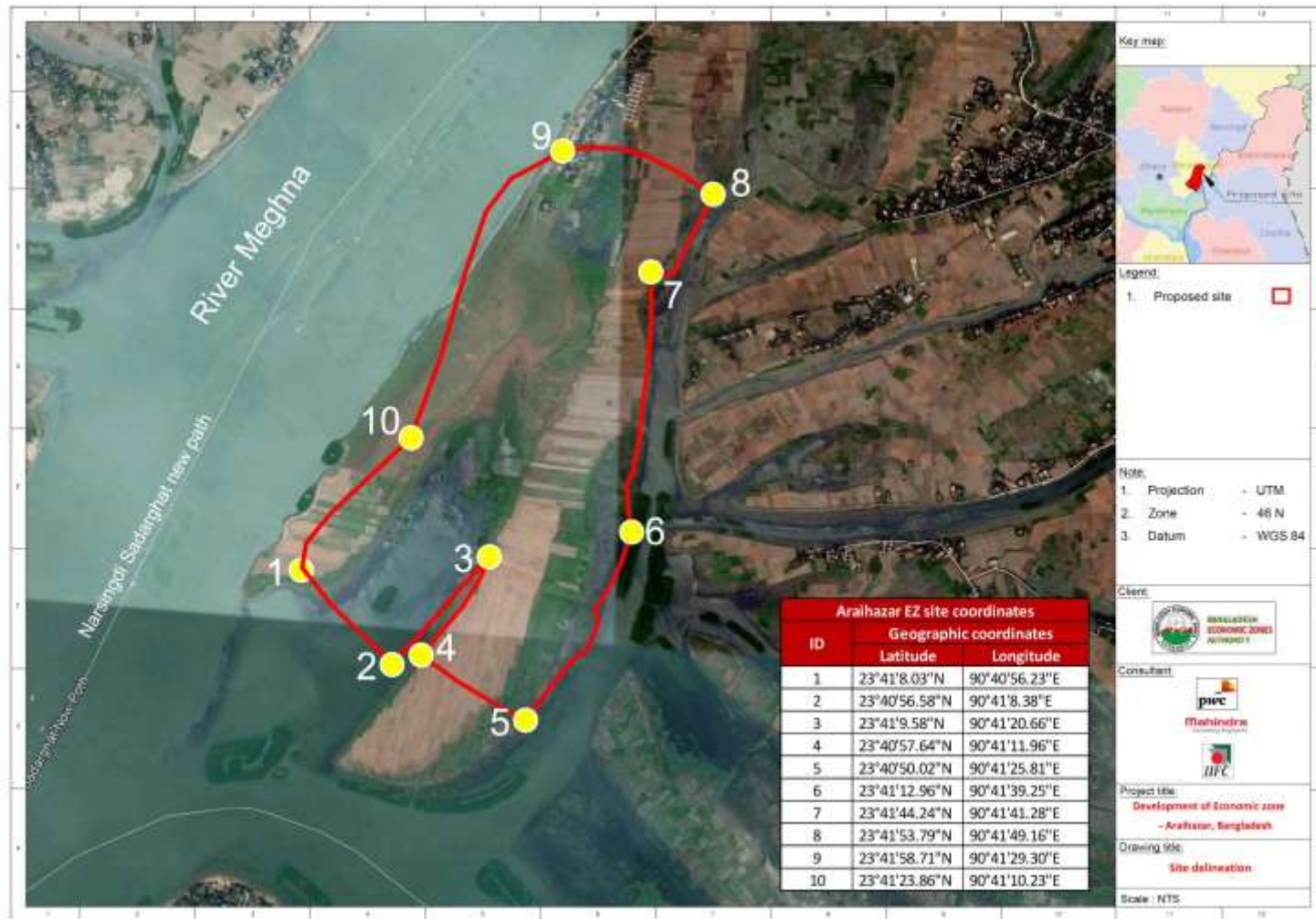
Post site visit, based on primary data collected, location and demarcation details of the proposed EZ have been reconfirmed.

Table 3: Location reconfirmation for the proposed EZ

Parameters	Details
Site co-ordinates	23°41'30.40"N 90°41'34.14"E
Site boundaries on East	Meghna river
Site boundaries on West	Meghna river
Site boundaries on North	Settlements and agricultural land (mostly single cropping)
Site boundaries on South	Agriculture land (mostly single cropping) and Meghna river
Total area of the site	413 acres
Privately owned land	157.86 acres
Government Land/ Khas land	255.16 acres
Current land use pattern	Barren and Agricultural land (mostly single and double cropping pattern)
Resettlement within the site	Suitable mitigation strategy for resettlement and rehabilitation is proposed in the social review section of this report.
Nearest administrative node/ town	Araihazar
Expansion potential	<ul style="list-style-type: none"> <li>• East: Not possible as Meghna river is present</li> <li>• West: Not possible as Meghna river is present</li> <li>• North: May be possible; settlements and agricultural land is located</li> <li>• South: May be possible; agricultural land is located</li> </ul> <p>Hence expansion potential is more towards the North followed by Southeast, however it is subjected to land survey &amp; resettlements and rehabilitation.</p>
Site surrounding features	<ul style="list-style-type: none"> <li>• Meghna river is adjacent to the proposed EZ</li> <li>• Khagkanda ferry ghat (~5 km), Bishnandi ferry ghat (~11 km)</li> <li>• Adamjee EPZ (~43 km)</li> <li>• Some of the industrial sectors in the region are cement, food processing, paper and packaging, chemicals etc.</li> </ul>

Source: Information obtained from Site visit and MACE Analysis

Figure 4: Site boundary of the proposed EZ







Source: Information obtained from Site visit and MACE Analysis

### 3.4. Access to Transport Network

For any location to shape up as a potential EZ, access to multimodal connectivity is an important feature. In this report, a holistic review of the transport network has been undertaken; details of the same is captured in the transport assessment chapter of this report. Following table captures the details of various modes of transport with respect to the proposed EZ.

Table 4: Assessment of transport infrastructure

	<b>Highway connectivity</b>	<ul style="list-style-type: none"> <li>Proposed EZ is located adjacent to Meghna River and does not have direct road access.</li> <li>Nearest highway connectivity is Dhaka-Chittagong highway (N1) which is ~35 km from the proposed EZ (including ferry ride ~ 11 km from Bishnandi ferry ghat).</li> <li>N1 is connected to the site via Bhulta -Nabinagar- Radhika road (R203) and Araihasar-Narsingdi highway (R114), and further through Bostail-Madanpur highway (N105).</li> <li>N1 connects the proposed EZ with Dhaka (~64 km), Comilla (~112 km) and Chittagong (~258 km).</li> <li>Absence of direct road connectivity can act as hindrance in attracting investors to the proposed EZ. Infrastructure improvements to improve the connectivity will be evaluated in the Infrastructure section of this report.</li> </ul>
	<b>Last mile connectivity with nearest highway</b>	<ul style="list-style-type: none"> <li>The proposed EZ is adjacent Meghna river. Presently last mile connectivity to the proposed EZ is through Bishnandi ghat (~ 11 km). It can also be accessed via Khagkanda ferry ghat (5 km).</li> <li>Currently, as the proposed site is not connected with land, last mile connectivity to the site is only through water ways. This might act as a barrier in terms of last mile movement of raw materials and finished goods.</li> <li>Provision of last mile connectivity is assessed in the transport assessment chapter.</li> </ul>
	<b>Rail connectivity</b>	<ul style="list-style-type: none"> <li>Narsingdi station (~33 km) is the closest rail head which can be accessed via R203, R114. This rail station is connected to Dhaka, Chittagong and Sylhet.</li> <li>Dhaka railway station (approx. 51 km) is the nearest junction station to the proposed EZ. It can be accessed via R203, R114 and N1. This station is connected to all the major nodes of the country.</li> <li>Although the site has access to rail heads, absence of direct road connectivity (as last mile connectivity is through water) will have certain implications on bulk transportation of goods.</li> </ul>
	<b>Air connectivity</b>	<ul style="list-style-type: none"> <li>Hazrat Shah Jalal International Airport (~64 km) in Dhaka is the nearest airport to the proposed EZ. This airport can be accessed via R203, N105 and Dhaka-Paturia Highway (N3).</li> </ul>





### Sea Port and IWT connectivity

- Proposed EZ is located adjacent to River Meghna. According to BIWTA, this river route is classified as Class-I (draft available is ~4 m). This indicates that this route is navigable. Possibility of cargo movement is subjected to feasibility assessment.
- Proposed EZ is connected with the Bishnandi ferry ghat (~ 11 km). Khagkanda ferry ghat (~ 5 km) which facilitates connectivity to the proposed EZ.
- Nearest river port is Narayanganj river port (~53 km) and is accessible from road via R203, N105 and further through Dhaka-Narayanganj road (R111).
- Narayanganj port is a port of call for the Protocol on Inland Water Transit and Trade (PIWTT) between India and Bangladesh which facilitates movement of passenger and cargo between the two countries.
- Chittagong Sea Port (~258 km) is the nearest port and can be accessed via R203, N105 and N1.



### Land Port Connectivity

- Akhaura land port (approx. 116 km) is the closest land port and can be accessed R203, R114 and further through Dhaka-Sylhet highway (N2).
- Bibirbazar land port (approx. 120 km) is another land port which can be accessed through R203, N105 and N1.

Source: Data collected during site visit and secondary research

## 3.5. Utility Linkages

Availability of utilities is most critical to support day to day operations of any industry. Different industries have varying requirement of utilities depending on their raw material and final products. Basic utilities that are required by any industry can be captured in three baskets i.e. power, water, and gas. It is important for industries to have uninterrupted access to utility sources to facilitate manufacturing.

Table 5: Assessment of utility linkages



### Power availability

- During preliminary site assessment, it was observed that the nearest power source is Sonargaon grid sub-station (~15 km). This sub-station has a total capacity of 150 MVA with a surplus capacity of ~35 MVA. This can be relied as a source of power supply to meet the power requirements of the initial construction activities (approx. 4 MVA) for proposed EZ.
- There is a 132/33 KV grid substation located in Bhulta (~30 km) having capacity of 240 MVA and surplus capacity of ~40 MVA.
- Total power demand during operation stage is around 47 MVA.



### Water availability

- River Meghna which is adjacent to the proposed EZ can act as surface water source for the proposed EZ.
- The Groundwater depth in the region of the proposed EZ varies between 40 to 50 ft.
- Estimated water demand is approx. 14 MLD



### Gas availability

- Gas pipelines connecting Siddhirganj and Demra gas stations are running ~15 km from the proposed EZ.
- Nearest gas station is Haripur gas station which is located at ~ 37 km from the proposed EZ.
- Assessment of gas requirement and adequacy of the gas sources is undertaken in the master planning section.



### Others

- Grameen Phone, Rabi & Banglalink provide telecom connectivity in this region.
- Presently, there is no wastewater treatment facility and solid waste management facility in the vicinity of the proposed EZ.

Source: Data collected during site visit and secondary research

## 3.6. Access to Social Infrastructure

An important predecessor for establishing of industries in a region is the type of social infrastructure that is present in the region. Access to of educational institutes determine the availability of skilled local manpower; quality of medical facilities determine whether skilled manpower can be brought in from outside to work at a place or not. Hence, it is important to understand social infrastructure available in Narayanganj district.

Table 6: Prevailing social infrastructure



### Educational facilities

- There are over 300 schools (primary, secondary) and 5 colleges in Araihasar upazila.
- International quality educational facilities are not available in this region. State of the art educational facilities are available in Dhaka (~64 km).
- There is a total of 128 Technical and Vocational Education and Training (TVET) institutes operational in the Narayanganj district. These institutes can help in sourcing semi-skilled human resources for the proposed EZ.
- Industries in the proposed EZ may consider customizing the courses in the TVETs to suit to the industrial requirements, this shall facilitate in easy sourcing of human resources.



### Medical facilities

- There are 1 Upazila Govt. Hospital (31 Bed facility), 5 Sub health centres (50 bed facility), 6 private clinics and 30 community clinics in the Araihasar upazila.
- There are 5 Government health complex, 2 missionary hospitals, 73 diagnostic centers and 68 private clinics in Narayanganj district.
- Basic healthcare facilities are available in these medical units however state of the art medical facilities can be availed in Dhaka (~64 km)

Source: Data collected during site visit and secondary research

### 3.6.1. Voice on Ground about the Location

Stakeholder consultations conducted as part of our mandate has captured the opinion formed by local (Araihasar and regional level) and national (Bangladesh level) investors/ other stakeholders about the locational attributes of the proposed EZ.

Local agro based industry owner	“Since land parcels demarcating these EZ locations are mostly private owned land, significant lead time would be required to kick start these projects.”
Local Govt. stakeholder	“Due to its location in the Narayanganj district which has already seen significant industrial development, proposed EZ at Araihasar will have access to an already present industrial ecosystem and thus might attract significant investor interest.”
Local rice mill owner	“Connectivity to the proposed site needs to improve in order to connect it to the mainland as currently only access is through waterway.”
National food & beverage player	“The region has access to agricultural and aqua cultural raw materials which might be helpful for setting up food processing units in the proposed EZ.”

Source: Primary stakeholder consultations

Industry assessment chapter captures in detail the opinions shared by various industry players on the locational attractiveness of the proposed EZ.

### 3.7. Key Takeaways

- Proposed EZ is spread across an area of 413 acres, out of which 157.86 acres is privately-owned and the remaining is government land. Further assessment on the land acquisition is undertaken in the social review section of this report.
- Proposed EZ has no direct road connectivity and is adjacent to Meghna river.
  - Dhaka-Chittagong highway (N1) is the nearest highway which is ~35 km from the proposed EZ (including ferry ride ~ 11 km from Bishnandi ferry ghat).
  - Presently last mile connectivity to the proposed EZ is through Bishnandi ghat (~ 11 km). It can also be accessed via Khagkanda ferry ghat (5 km).
  - Narsingdi station (~33 km) is the closest rail head from the proposed EZ.
  - Chittagong seaports is located at ~258 km from the proposed EZ.
- Proposed EZ has good access to utilities.
  - Sonargaon grid substation (~15 km) having 150 MVA capacity can be used for sourcing initial power requirement during construction stage. There is 132/33 kV Bhulta grid substation (~30 km), which can act as the source of power during operation stage.
  - Meghna River which is adjacent to the proposed EZ is the nearest surface water source and ground water is available at a depth of 40 to 50 feet.
  - Nearest gas station is Haripur gas station (~37 km).
- Basic social infrastructure is available in Araihasar upazila and in Narayanganj district, which can cater to the needs of semi-skilled and unskilled labour. It is recommended that a vocational training center and medical facility be established in the non-processing area of the proposed EZ.

# 4. Competition Benchmarking

## 4.1. Key Objectives

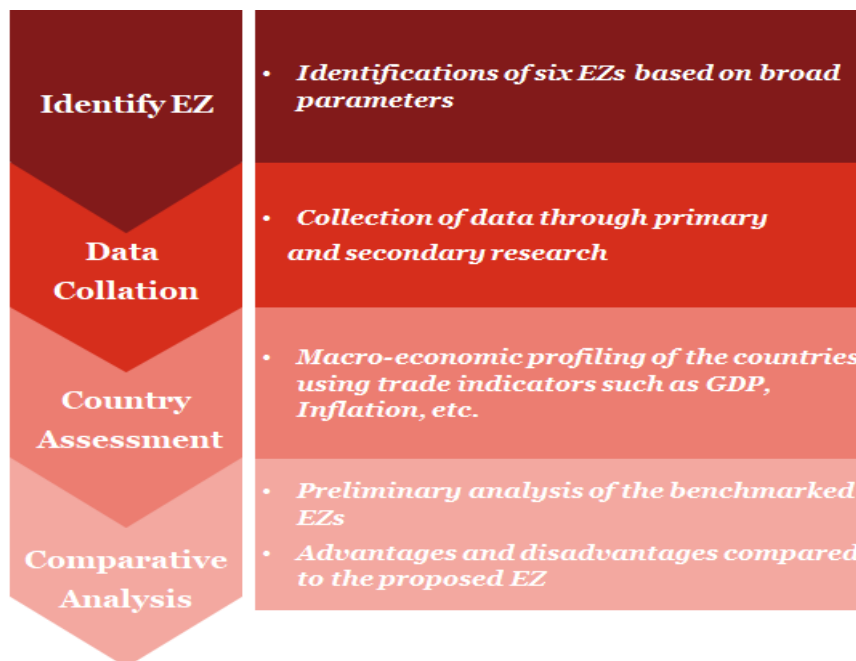
It is imperative for any economic development project across geographies to understand the prevalent best practices in a particular landscape. Thus, the success of an economic zone can often be co-related with similar developments across comparable economies around the globe. Moreover, at the inception stage, a developer, whether Government or private should be well acquainted with the best practices and key drivers of the economic zones that have been successfully fulfilling their potential across the world. In order to gain that knowledge, studying and understanding of the development strategies of other economic zones becomes crucial from the perspective of imbibing and applying the best prevalent practices of the world.

Based on this premise, this chapter attempts to provide a profiling of various economic zones which share similar physical and economic attributes as the proposed economic zone.

## 4.2. Methodology of Benchmarking

The benchmarking exercise has been conducted through extensive research which entailed primary interactions with developers of economic zones supported by detailed secondary research, etc. An illustration for the flow of the benchmarking exercise has been depicted below:

Figure 5: Benchmarking Methodology



Source: PwC Analysis

The identification of economic zones has been carried out on the following broad parameters as described below:

Figure 6: Selection criteria for economic zones for benchmarking



Source: PwC Analysis

The data obtained through primary interactions (telephonic, email correspondence etc.) have been further validated through detailed secondary research in order to ensure data adequacy and accuracy.

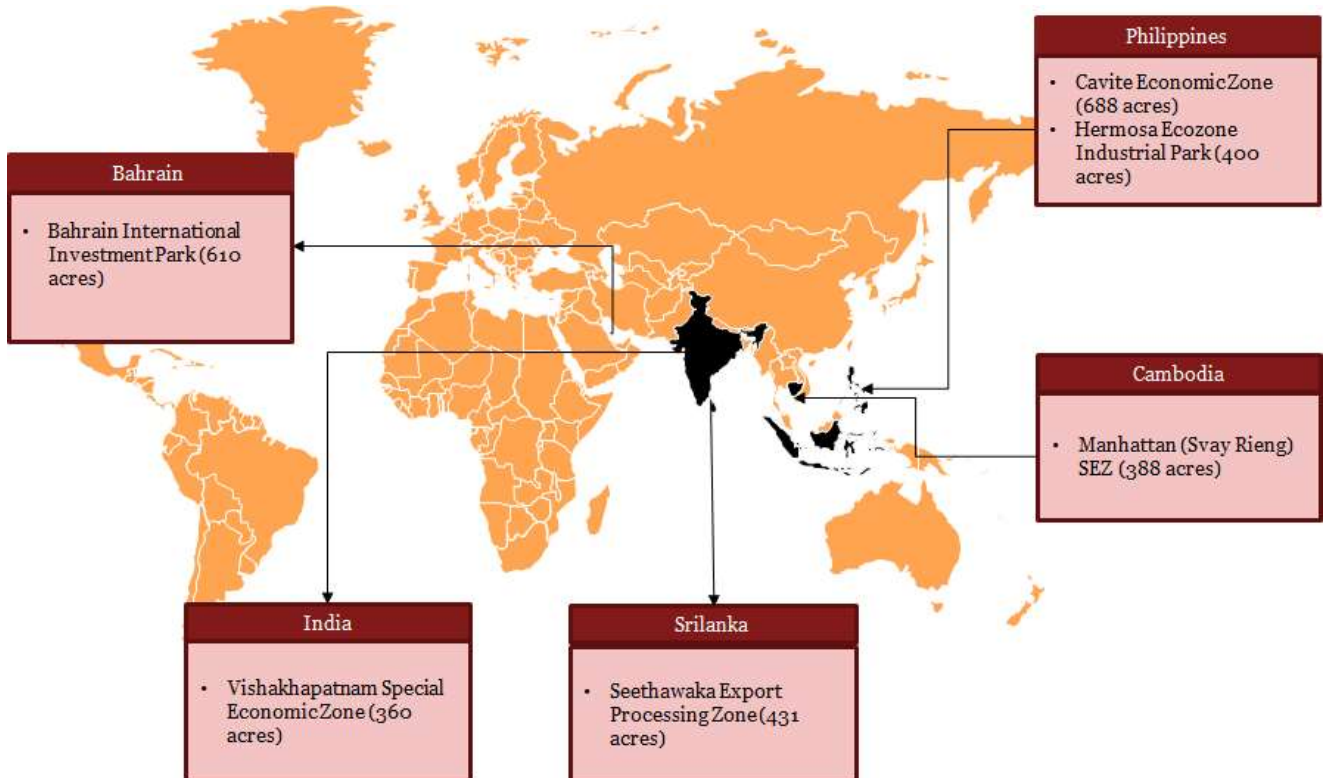
Post receipt of all data points a brief macro-economic profiling of the respective countries has been conducted to assess their economic landscapes.

Finally, a comparative assessment of all these EZs have been done keeping the proposed Araihaazar EZ in cognizance in order to pinpoint and understand the best practices.

### 4.3. Competitor Identification

The subject economic zone is located in Araihaazar, Bangladesh and is envisaged to cover a **land area of 413 acres**. Based on extensive research and the parameters as highlighted above, the following economic zones have been identified in the figure shown on next page.

Figure 7: Geographic Spread of Comparable EZ



Source: PwC Research

A brief overview and rationale for selection for each of these economic zones have been provided below:

Table 7: Brief Overview of Shortlisted SEZ

Name of economic zone	Country	Type of industries	Business Model	Land Area	Rational
Visakhapatnam Special Economic Zone	India	Textiles & RMG, Food & Agro processing, Chemicals, Pharmaceuticals, Light machinery, Paper products, IT/ITES	Government	360 acres	<ul style="list-style-type: none"> <li>Area(s) of these shortlisted EZs are medium in size as the proposed EZ</li> <li>All the shortlisted EZs are multi-product in nature and industrial mix is similar to the proposed EZ</li> <li>All these shortlisted EZs are at active stage of marketing</li> <li>Macro-economic conditions of the shortlisted countries are similar to that of Bangladesh</li> </ul>
Bahrain International Investment Park (BIIP)	Bahrain	Electrical and electronic goods, textiles, fiberglass, plastics, pharmaceuticals, print and packaging, engineering components, food processing etc.	Government	610 acres	
Seethawaka Export Processing Zone	Sri Lanka	Apparel & Accessories, Glove Products & Rubber Products, Fabric, Chemical & mineral, Printing and Food processing	Government	431 acres	
Cavite Economic Zone	Philippines	Textiles & RMG, Plastic & Rubber, Paper & paper products Light Machinery, Electrical and electronics, Light engineering, Chemicals, Wood products	Government	688 acres	
Hermosa Ecozone Industrial Park (HEIP)	Philippines	Chemicals, Plastic & Rubber, Machinery, Pharmaceuticals, Electrical and electronics, Light engineering, Real Estate	Private	400 acres	
Manhattan (Svay Rieng) SEZ	Cambodia	Light engineering, footwear, textile/RMG, bags, packaging, plastic, mattress	Government	388 acres	

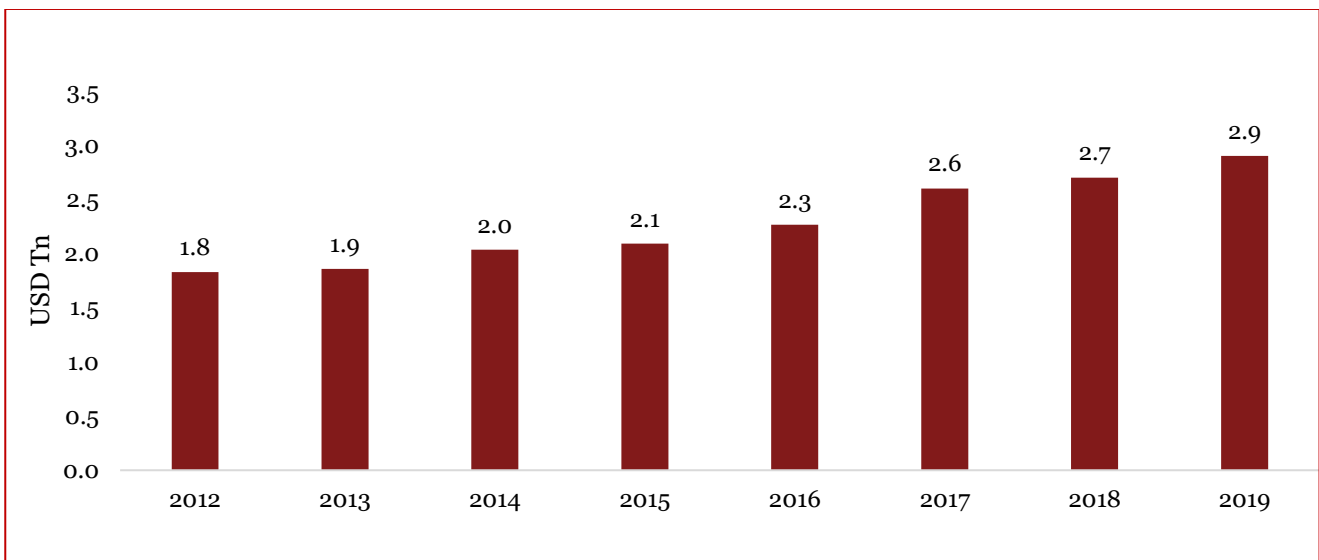
Source: PwC Research

The following sections of the report shall elucidate the macroeconomic landscape of the each of the host country and a profiling of the respective economic zones to understand the best practices in similar economy and geography. Apart from shortlisted EZ/EPZ mentioned above detailed profiling of Dhaka EPZ has been done to understand existing regime in the country and micro market. The detailed profile of Dhaka EPZ has been furnished in annexure 3.

### 4.3.1. India

India is one of the largest and oldest trade partners of Bangladesh and shares longstanding trade and cultural relationships with the country. India also shares its longest international borders with Bangladesh. India has emerged as one of the fastest growing economies of the world and registered healthy GDP growth rates during the first decade of the 2000s. This has promoted the country towards the verge of being one of the strongest economies of South Asia. **Data used for the analysis is the latest data point available in the respective database.**

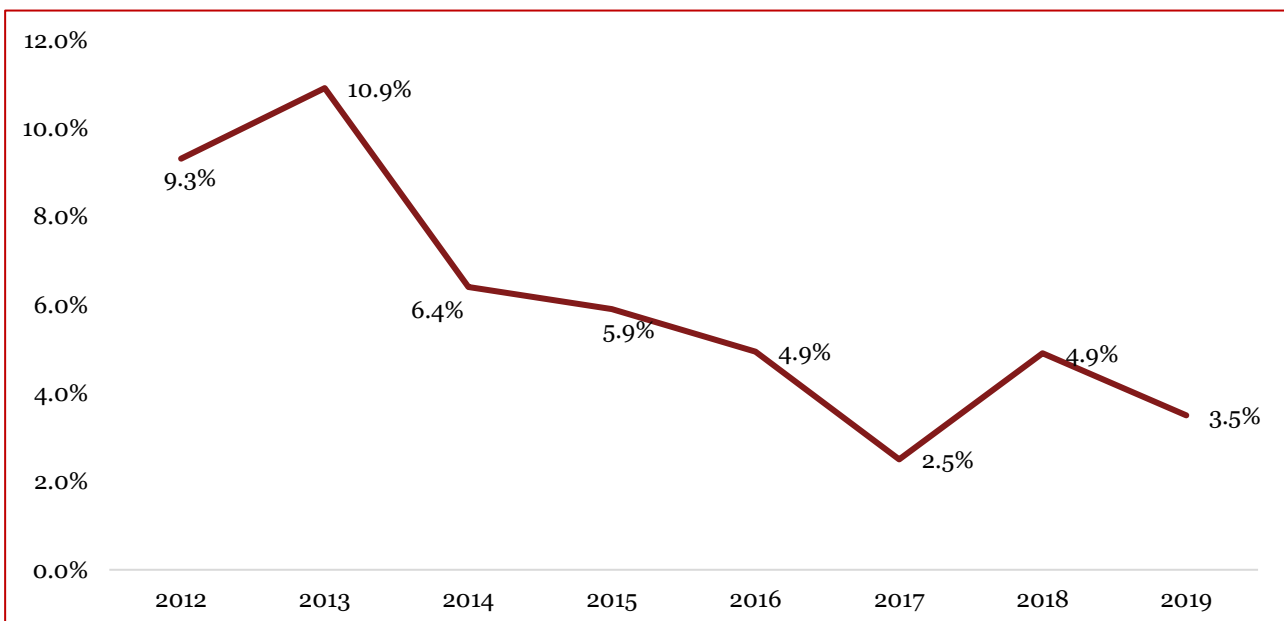
Figure 8: GDP Trend of India



Source: World Bank

Inflation rates in India have improved post a surge owing to decreasing prices of food grains and the same is depicted below. **Data used for the analysis is the latest data point available in the respective database.**

Figure 9: Inflation Trend of India



Source: World Bank (<https://data.worldbank.org/indicator/FP.CPI.TOTL.ZG?end=2018&locations=IN&start=2012>)

The other macroeconomic indicators for the country have been summarized below:

Table 8: Macro-economic Parameter of India

Macroeconomic Indicator	Description	Data Source
Unemployment	2.6%	The Heritage Foundation
FDI Inflow	USD 42.12 Billion	The World Bank
Exports	USD 322.78 Billion in 2019	ITC Trade Map
Imports	USD 480 Billion in 2019	ITC Trade Map
Heritage Foundation's Index of Economic Freedom Rankings.	120	The Heritage Foundation 2019
Cato Institute's Human Freedom ranking	94	Human Freedom Index   Cato Institute
World Economic Freedom's Global Competitive Index Rating	68	Global Competitiveness Index 2019 rankings
WB Doing Business ranking	63	Doing Business 2020

Source: PwC Research

India was a restricted economy pre-1990s. Economic liberalization measures like industrial deregulation, privatization of state-owned enterprises and reduced controls on foreign trade and investment began in the 1990s and liberated the economy from a longstanding regime of regulations. The country since then has gradually become a more open market economy from a largely regulated and restricted one. The introduction of Goods & Services Tax (GST) was a paradigm shift in its taxation regime. This is evident in the ease of doing business ranking where the country improved its standings from 100 in 2018 to 63 in 2020.

However, a push in infrastructure development together with increased public spending and initiatives such as “Make in India” has helped India gain significantly on the economic competitiveness front and become a leader amongst South Asian economies.

Post identification of the various macro-economic parameters of India, the subsequent section of the report intends to highlight the various attributes of identified economic zone in the country.

#### 4.3.1.1. Vishakhapatnam Special Economic Zone

VSEZ, formerly known as VEPZ, was established in the year 1989 in the industrial township of Vishakhapatnam, also known as Vizag. It is situated in the state of Andhra Pradesh, India. The city boasts of low cost, high quality social infrastructure - medical, educational, residential and recreational - that match the best available anywhere in the country. Visakhapatnam Special Economic Zone offers state of the art infrastructure coupled with liberal package of incentives, concessions and support services. The export-friendly administrative set up ensures disposal of all approvals and clearances instantly.



Figure 10: Vishakhapatnam Special Economic Zone



Source: Google Images

A detailed profiling of the park has been provided below –

Table 9: Vishakhapatnam Special Economic Zone

Factors	Vishakhapatnam Special Economic Zone
<b>Site</b>	
Year of establishment/Start year of operations	It was established in 1989
Land Size (acres)	360 acres
Number of Plots/Units/Firms	Fully developed plots of sizes varying from half-acre and above are available in the zone; however exact number of plots have not been demarcated There are 106 industrial units operating in the zone <sup>3</sup>
No. of Development Phases	The development has been carried out in three phases
Land Lease (+length) or Sale (Taka/USD)	Land lease for plots is USD 1.98 / sq.m. / annum (BDT 168.19/sq. m/annum) subject to upward revision by 10% every year <sup>4</sup>
Pre-Built Factories (PBF) (Y/N)	Yes, there are PBFs in the zone
Lease Rate for PBF (Taka/USD)	Lease rentals for PBF is USD 15.85 /m <sup>2</sup> /annum (BDT 1347/m <sup>2</sup> /annum) subject to upward revision by 10% every year <sup>5</sup>
<b>Infrastructure/Utilities</b>	
Onsite Independent Power (Y/N and Type)	No onsite captive power plant available for the SEZ Power is supplied through a dedicated 132/33 KV sub-station by A.P. Transco

<sup>3</sup> Source: [http://www.vsez.gov.in/vsez\\_admin\\_\\_sez\\_units\\_view.aspx](http://www.vsez.gov.in/vsez_admin__sez_units_view.aspx)

<sup>4</sup> Source: [http://www.vsez.gov.in/vsez\\_wsp\\_\\_infrastructure.aspx](http://www.vsez.gov.in/vsez_wsp__infrastructure.aspx)

<sup>5</sup> Source: [http://www.vsez.gov.in/vsez\\_wsp\\_\\_infrastructure.aspx](http://www.vsez.gov.in/vsez_wsp__infrastructure.aspx)

Factors	Vishakhapatnam Special Economic Zone
Cost of Power (Taka/USD)	The cost of power as supplied by A.P. Transco is USD 0.082 / Kwh (BDT 6.97/Kwh) <sup>6</sup> for High voltage and USD 0.089/Kwh (BDT 7.56/Kwh) <sup>7</sup> for Low voltage
Cost of Water (Taka/USD)	The cost of industrial water is USD 0.95/ KL (BDT 80.70/KL) <sup>8</sup>
Onsite Wastewater Treatment Plant (Y/N)	Yes, there is onsite wastewater treatment plant available within the SEZ
<b>Transport costs</b>	
Cost of shipping 20-foot FCL container <sup>9</sup>	The approximate shipping charges of a 20-foot FCL Container from the nearest port are as follows: <ul style="list-style-type: none"> <li>Hamburg – Port of Vizag → USD 1,676-1,852</li> <li>Rotterdam – Port of Vizag → USD 1,660-1,834</li> <li>Antwerp – Port of Vizag → USD 1,692-1,870</li> <li>New York – Port of Vizag → USD 1,804-1,994</li> </ul>
<b>Cost of Labour (Taka/USD)</b>	
Management	The salary of a manager in Vishakhapatnam is approx. USD 662/ month (BDT 56,235/month) <sup>10</sup>
Technicians/Engineers	The salary of an entry-level engineer in Vishakhapatnam is approx. USD 340 / month (BDT 28,882/month) <sup>11</sup>
Skilled	The salary of a skilled laborer in Andhra Pradesh is approx. USD 175/month (BDT 14,866/month) <sup>12</sup>
Unskilled	The salary of an unskilled labourer in Andhra Pradesh is approx. USD 122/month (BDT 10,364/month) <sup>13</sup>
<b>Sectors</b>	
Type of Sectors within the Zone	Textiles & RMG, Food & Agro processing, Chemicals, Pharmaceuticals, Light machinery, Paper products, IT/ITES <sup>14</sup>
<b>Special Regime</b>	
Yes/No	<b>Yes</b> , there's a special regime for incentives <sup>15</sup>
<b>Fiscal Incentives</b>	
Customs Duties	Exemptions from customs duties and excise for import/procurement of goods for development, operations and maintenance are applicable <sup>16</sup>
Corporate Taxes / Indirect Taxes	There is no exemption from minimum alternate tax
Income Tax on Profits	Exemption from payment of Income Tax on export income for the first 5 years, 50% for next five years and 50% of ploughed in profits for next 5 years <sup>17</sup>
Social Security Tax	No social security tax is available in India
No restrictions on Money Transfers	Profit and dividend earned from an Indian company are repatriable after payment of DDT. DDT @ 16.995% (inclusive of cess) is payable by the company (that declares dividend) on the amount of dividend distributed. However, dividend is free of Indian income tax in the

<sup>6</sup> Source: <http://www.tnec.gov.in/orders/Tariff%20Order%202009/2017/TariffOrder/TANGEDCO-11-08-2017.pdf>

<sup>7</sup> Source: <https://www.aptransco.co.in/transco/images/TO2020-21.pdf>

<sup>8</sup> Source: <http://www.mepz.gov.in/tariff.html>

<sup>9</sup> Source: <https://worldfreightrates.com/freight>

<sup>10</sup> Source: <https://www.payscale.com/research/IN/Location=Visakhapatnam-Andhra-Pradesh/Salary>

<sup>11</sup> Source: <https://www.payscale.com/research/IN/Location=Visakhapatnam-Andhra-Pradesh/Salary>

<sup>12</sup> Source: [http://labour.ap.gov.in/ELabour/Documents/MinimumWages/12/1any%20manufacturing%20\(1\).pdf](http://labour.ap.gov.in/ELabour/Documents/MinimumWages/12/1any%20manufacturing%20(1).pdf)

<sup>13</sup> Source: [http://labour.ap.gov.in/ELabour/Documents/MinimumWages/12/1any%20manufacturing%20\(1\).pdf](http://labour.ap.gov.in/ELabour/Documents/MinimumWages/12/1any%20manufacturing%20(1).pdf)

<sup>14</sup> Source: [http://www.vsez.gov.in/vsez\\_admin\\_\\_sez\\_units\\_view.aspx](http://www.vsez.gov.in/vsez_admin__sez_units_view.aspx)

<sup>15</sup> Source: [http://www.vsez.gov.in/vsez\\_wsp\\_\\_sez\\_schme.aspx](http://www.vsez.gov.in/vsez_wsp__sez_schme.aspx)

<sup>16</sup> Source: [http://www.vsez.gov.in/vsez\\_wsp\\_\\_sez\\_schme.aspx](http://www.vsez.gov.in/vsez_wsp__sez_schme.aspx)

<sup>17</sup> Source: [http://www.vsez.gov.in/vsez\\_wsp\\_\\_sez\\_schme.aspx](http://www.vsez.gov.in/vsez_wsp__sez_schme.aspx)

Factors	Vishakhapatnam Special Economic Zone
	hands of the recipient shareholders, Indian or foreign. Profit of LLP is flow-through and repatriable without payment of any taxes and without any regulatory approval <sup>18</sup>
Others	Exemption from payment of service tax, Central Sales Tax, AP VAT, stamp duty and registration fee on registration of lease deeds, capital contribution charges for supply of water etc. <sup>19</sup>
<b>Non-Fiscal Incentives</b>	
One Stop Shop Within the Zone	<b>Yes</b> , there is a one stop shop within the zone <sup>20, 21</sup>
<b>Support Amenities</b>	
Onsite Administration office	There is onsite administration office available within the zone.
Onsite Convenience Retail	There is onsite convenience retail available within the zone.
Onsite Housing	There is no onsite housing available within the zone
Onsite Schools	There are onsite schools available within the zone <sup>22</sup>
Onsite Community Facilities	There are community facilities available within the zone <sup>23, 24</sup>
Onsite Security	There is onsite security available within zone.
<b>Quality of Life</b>	
International Housing (Within 15 Km)	There are housing facilities available within 15 kms from the zone
International Hospital/Clinic (Within 20km)	There are international hospitals such Homi Bhabha Cancer Hospital, Vishakha Steel Hospital, Apollo Hospitals etc. available in close proximity to the zone
International Schools (Within 20 Km)	There are quality schools like Vishakha Valley School, St. Ann's High School etc. in close proximity to the zone

VSEZ is located in Duvvada and has direct road to major port located in the city of Vishakhapatnam. The nearest sea & airport are the Vishakhapatnam seaport and the Vizag International Airport. VSEZ is treated as a foreign territory for trade operations, duties and tariffs. One hundred per cent foreign direct investment is allowed with permission for full and free repatriation of export proceeds.

<sup>18</sup> Source: <http://www.dobusinessinindia.in/repatriationoffund.php>

<sup>19</sup> Source: [http://www.vsez.gov.in/vsez\\_wsp\\_sez\\_schme.aspx](http://www.vsez.gov.in/vsez_wsp_sez_schme.aspx)

<sup>20</sup> Source: <https://bit.ly/32ra2Af>

<sup>21</sup> Source: <http://www.horiakiindia.com/contact-us.htm>

<sup>22</sup> Source: <https://www.playschoolworld.com/in/en/tamilnadu/Chennai/best-preschools-play-schools-in-mepz-tambaram>

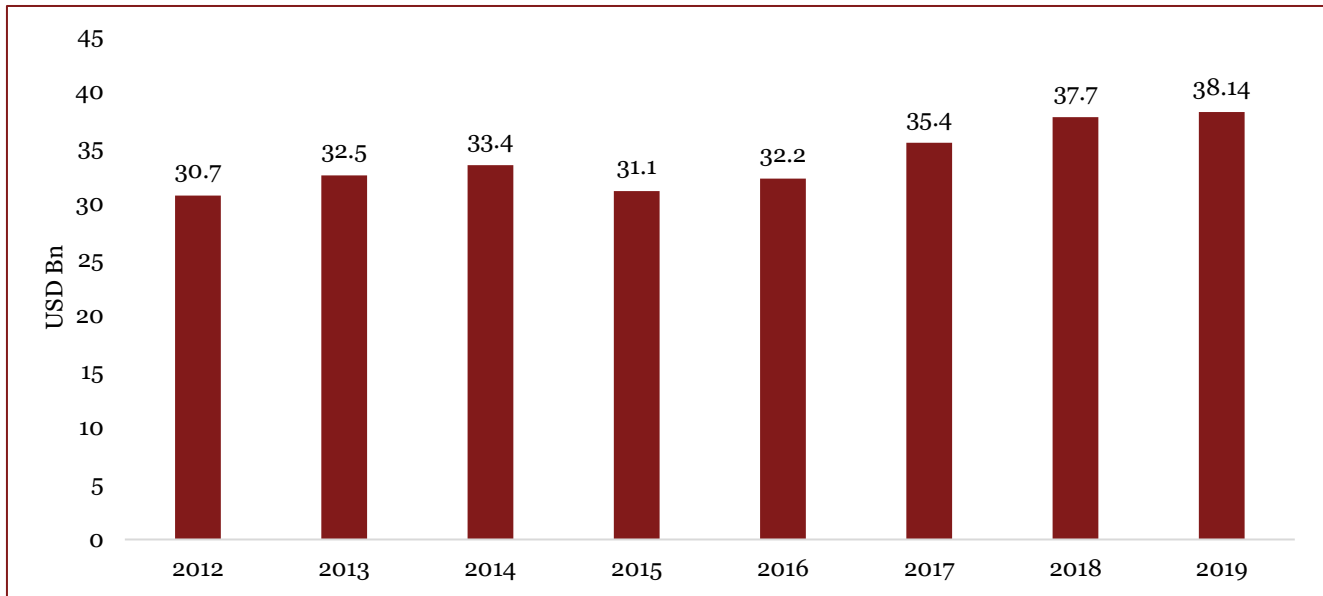
<sup>23</sup> Source: <http://www.mepz.gov.in/otherInfra.html>

<sup>24</sup> Source: <https://shodhganga.inflibnet.ac.in/bitstream/10603/191133/6/chapter%204.pdf>

### 4.3.2. Bahrain

The Kingdom of Bahrain is an island country in the Persian Gulf which falls under high income economy. The economy of Bahrain is diverse and sustainable and is heavily dependent on oil and gas. The currency of Bahrain is the second most valued in the world. The major exports of the country are oil/ petroleum crude oil followed by aluminum. They constitute to most of the government revenues. The major imports of the country are machinery and chemicals. Bahrain is one of the few nations where personal income tax is not levied. The GDP trend of Bahrain is shown below. **Data used for the analysis is the latest data point available in the respective database.**

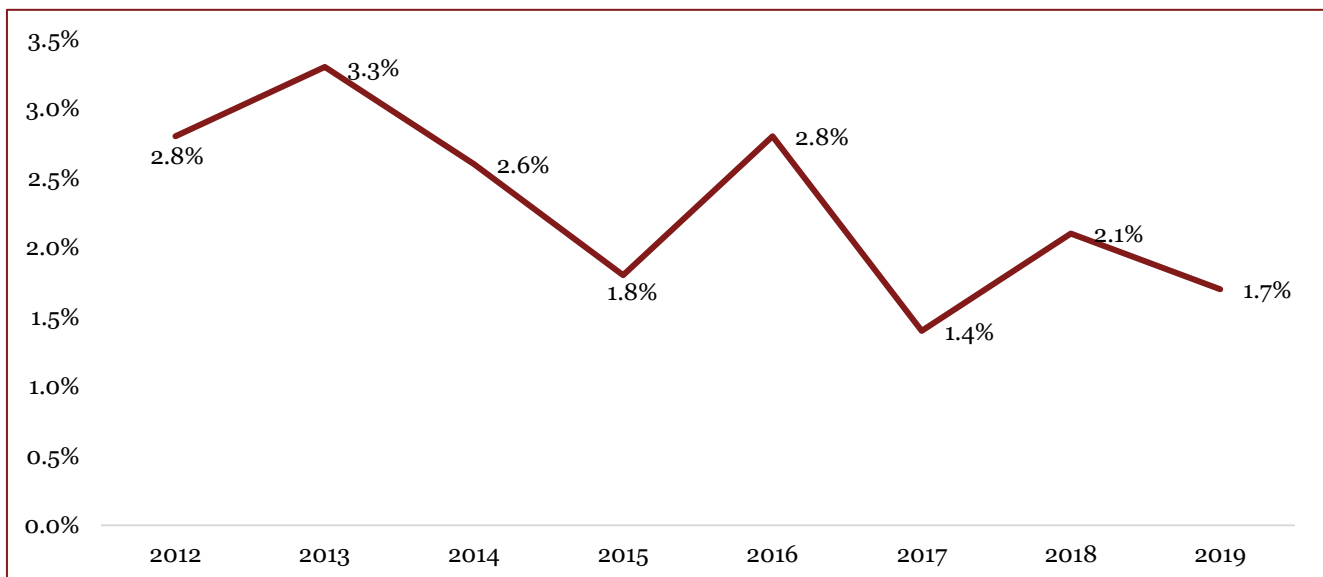
Figure 11: GDP Trend of Bahrain



Source: World Bank

Bahrain's recent decrease in inflation trend might be attributed to a robust non-oil sector, with the wholesale and retail trade, hotels and restaurant sub-sectors performing strongly. Austerity measures by the government helped in decreased inflation rate in 2017. **Data used for the analysis is the latest data point available in the respective database.**

Figure 12: Inflation Trend of Bahrain



Source: The World Bank

Other macro-economic parameters of Bahrain are presented below –

Table 10: Macro-economic Parameter of Bahrain

Macroeconomic Indicator	Description	Data Source
Unemployment	1.0%	World Economic Forum
FDI Inflow	USD 1111.7 million	The Heritage Foundation
Exports	USD 8.7 million <sup>25</sup>	ITC Trade Map
Imports	USD 10.1 million <sup>26</sup>	ITC Trade Map
Heritage Foundation's Index of Economic Freedom Rankings.	63	The Heritage Foundation
Cato Institute's Human Freedom ranking	95	Human Freedom Index   Cato Institute
World Economic Freedom's Global Competitive Index Rating	45	Global Competitiveness Index 2019 rankings
WB Doing Business ranking	43	Doing Business 2020

Source: PwC Research

Bahrain's economy is hit hard by the lowering of oil prices and the Government is also facing the long-term challenge of boosting Bahrain's regional competitiveness. The Government also is facing pressure to maintain generous state subsidies and a large public sector. Due to declining global oil prices, the government has focused on reining in public spending by reducing subsidies for fuels, food items, water, and electricity.

Post analysis of the broad macro-economy of Bahrain, an analysis of the Bahrain International Investment Park (BIIP) is provided below:

#### 4.3.2.1. Bahrain International Investment Park (BIIP)

The Bahrain International Investment Park (BIIP) is a superior quality Business Park established by the Ministry of Industry, Commerce and Tourism as the country's flagship industrial park. The Park is situated in a strategic location with close proximity to all modes of transport and access to both the Bahrain International Airport and the Shaikh Khalifa Sea Port in Hidd including the fastest access to the GCC's largest market, Saudi Arabia. Bahrain's industrial park is home to a diverse range of companies and businesses like Food and ingredients, FMCG, pharmaceuticals, Light Engineering, Oil and gas downstream industries, Plastics and fiberglass, print and packaging, Chemicals etc.

<sup>25</sup> Source:

[https://www.trademap.org/Product\\_SelCountry\\_TS.aspx?nvpm=1%7c048%7c%7c%7cTOTAL%7c%7c%7c2%7c1%7c1%7c2%7c1%7c1%7c1](https://www.trademap.org/Product_SelCountry_TS.aspx?nvpm=1%7c048%7c%7c%7cTOTAL%7c%7c%7c2%7c1%7c1%7c2%7c1%7c1%7c1)

<sup>26</sup> Source:

[https://www.trademap.org/Product\\_SelCountry\\_TS.aspx?nvpm=1%7c048%7c%7c%7cTOTAL%7c%7c%7c2%7c1%7c1%7c1%7c2%7c1%7c1%7c1](https://www.trademap.org/Product_SelCountry_TS.aspx?nvpm=1%7c048%7c%7c%7cTOTAL%7c%7c%7c2%7c1%7c1%7c1%7c2%7c1%7c1%7c1)

Figure 13: Bahrain International Investment Park (BIIP)



Source: Google Images

A detailed profiling of the park is provided below –

Table 11: Bahrain International Investment Park (BIIP)

Factors	Bahrain International Investment Park
<b>Site</b>	
Year of establishment/Start year of operations	It was established in 2015
Land Size (acres)	610 acres
Number of Plots/Units/Firms	Over 114 multinational and indigenous manufacturing and services companies are operational within the special economic zone
No. of Development Phases	The development has been carried out over a period of time but in a single phase
Land Lease (+length) or Sale (Taka/USD)	Land lease is available at the rate of USD 2.66/m <sup>2</sup> /year (BDT 225.96/m <sup>2</sup> /year) and the lease period is 25 years.
Pre-Built Factories (PBF) (Y/N)	Yes. There are pre-built factories (2,000-9,500 m <sup>2</sup> ) provided as a part of the product offering
Lease Rate for PBF (Taka/USD)	The lease rentals for Pre-Built Factories are approx. USD 6.6/m <sup>2</sup> /month (USD 560.65/m <sup>2</sup> /month)
<b>Infrastructure/Utilities</b>	
Onsite Independent Power (Y/N and Type)	There is no onsite captive power plant available for the special economic zone
Cost of Power (Taka/USD)	The cost of power is USD 0.06/KwH (BDT 5.10/KwH) <sup>27</sup>
Cost of Water (Taka/USD)	The charge of industrial water is USD 1.8/KL (BDT 152.90/KL) <sup>28</sup>
Onsite Wastewater Treatment Plant (Y/N)	There is no onsite wastewater treatment plant available within the special economic zone
<b>Transport costs</b>	
Cost of shipping 20 foot FCL container	The approximate shipping charges of a 20 foot FCL Container from the nearest port are as follows: <ul style="list-style-type: none"> <li>• Hamburg – Khalifa Bin Salman Port → USD 920-1,226<sup>29</sup></li> <li>• Rotterdam – Khalifa Bin Salman Port → USD 925-1,233<sup>30</sup></li> <li>• Antwerp – Khalifa Bin Salman Port → USD 924-1,275<sup>31</sup></li> </ul>

<sup>27</sup> <https://bahrainedb.com/bahrain-international-investment-park/>

<sup>28</sup> <https://bahrainedb.com/bahrain-international-investment-park/>

<sup>29</sup> Source: <https://www.freightos.com/portfolio-items/freight-rate-calculator-free-tool/>

<sup>30</sup> Source: <https://www.freightos.com/portfolio-items/freight-rate-calculator-free-tool/>

<sup>31</sup> Source: <https://www.freightos.com/portfolio-items/freight-rate-calculator-free-tool/>

Factors	Bahrain International Investment Park
	<ul style="list-style-type: none"> <li>New York – Khalifa Bin Salman Port → USD 1,085-1,964<sup>32</sup></li> </ul>
<b>Cost of Labor (Taka/USD)</b>	
Management	The average salary of production manager in Bahrain is approx. USD 4,951/month <sup>33</sup> (BDT 420,570/month)
Technicians	The average salary of a technician in Bahrain is approx. USD 2356/month <sup>34</sup> (BDT 200,134/month)
Skilled	The average salary of a technician in Bahrain is approx. USD 1,191/month <sup>35</sup> (BDT 101,171/month)
Unskilled	The average salary of unskilled labor in Bahrain is approx. USD 993.04/month <sup>36</sup> (BDT 84,352/month)
<b>Sectors</b>	
Type of Sectors within the Zone	Food and ingredients, FMCG, pharmaceuticals, Light Engineering, Oil and gas downstream industries, Plastics and fiberglass, print and packaging, Chemicals etc.
<b>Special Regime</b>	
Yes/No	Yes, there's a special regime for incentives
<b>Fiscal Incentives</b>	
Customs Duties	5% customs duty exemption on raw materials, plant machinery and spare parts imported for manufacturing.
Corporate Taxes / Indirect Taxes	0% corporate tax (with a 10 year guarantee) is provided
Income Tax on Profits	There is no income tax levied in Bahrain
Social Security Tax	The current rate of contributions to the Social Insurance Organization (SIO) is 19% for local employees (12% employer; 7% employee) and 4% for expatriate employees (3% employer; 1% employee)
No restrictions on Money Transfers	100% repatriation of capital is allowed
Others	<ul style="list-style-type: none"> <li>Duty free access to all GCC markets and GAFTA, USA, Singapore, Norway, Switzerland, Iceland, and Lichtenstein (unlike Free Zones in the region)</li> <li>No minimum capital required for investments</li> </ul>
<b>Non-Fiscal Incentives</b>	
One Stop Shop Within the Zone	Yes, there is a one stop shop within the zone
<b>Support Amenities</b>	
Onsite Administration office	There is onsite administration office available within the zone
Onsite Convenience Retail	There is onsite convenience retail available within the zone
Onsite Housing	There is no onsite housing available within the zone
Onsite Schools	There are no onsite schools available within the zone
Onsite Community Facilities	There are no onsite community facilities available within the zone
Onsite Security	There is onsite security available within the zone
<b>Quality of Life</b>	
International Housing (Within 15 Km)	Quality housing like Belvedere Apartments including many others are available in close proximity to the zone
International Hospital/Clinic (Within 20km)	Quality hospitals like Bahrain specialist Hospital including many others are available in close proximity to the zone
International Schools (Within 20 kms)	Quality schools like available City International school are available in close proximity to the zone

Source: PwC Research

<sup>32</sup> Source: <https://www.freightos.com/portfolio-items/freight-rate-calculator-free-tool/>

<sup>33</sup> <http://www.salaryexplorer.com/salary-survey.php?loc=17&loctype=1&job=487&jobtype=3>

<sup>34</sup> <http://www.salaryexplorer.com/salary-survey.php?loc=17&loctype=1&job=487&jobtype=3>

<sup>35</sup> <https://www.paylab.com/bh/salaryinfo>

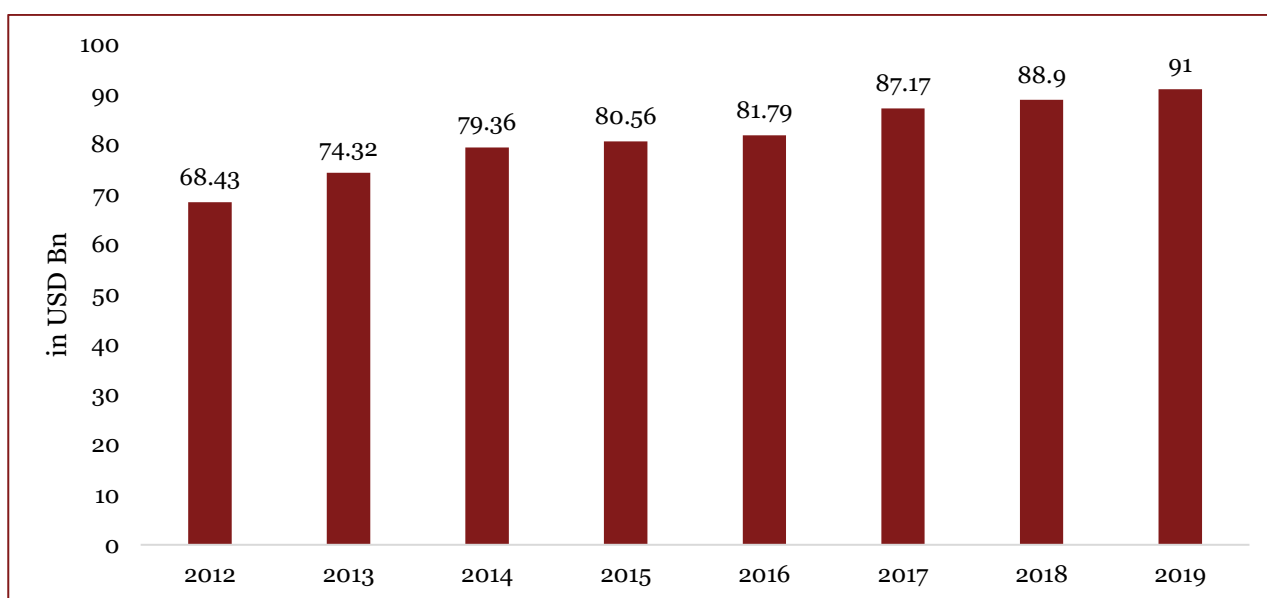
<sup>36</sup> <https://www.paylab.com/bh/salaryinfo>

BIIP which is considered a landmark development in Bahrain with the aim to grow the industrial sector of the economy while boosting foreign direct investment into the Kingdom of Bahrain with high value-added projects. The BIIP was designed and constructed to be a fully-serviced industrial manufacturing center for attracting international foreign direct investment into the manufacturing sector and boosting export-oriented trade in the Kingdom of Bahrain.

### 4.3.3. Sri Lanka

Sri Lanka is an island nation situated to the southern tip of India. The country is also an emerging economy like Bangladesh and has a thriving garments sector. Sri Lanka's economy had suffered for a prolonged period from civil unrest, however recent times have witnessed the economy reviving on the back of strong domestic demand and exports. The major exports of the country are tea, garments, fish, spices, etc. The Government of Sri Lanka in a bid to attract foreign investments have also developed Export Processing Zones in the country and are also providing prudent incentives. The GDP growth of Sri Lanka has been depicted below. **Data used for the analysis is the latest data point available in the respective database.**

Figure 14: GDP of Sri Lanka

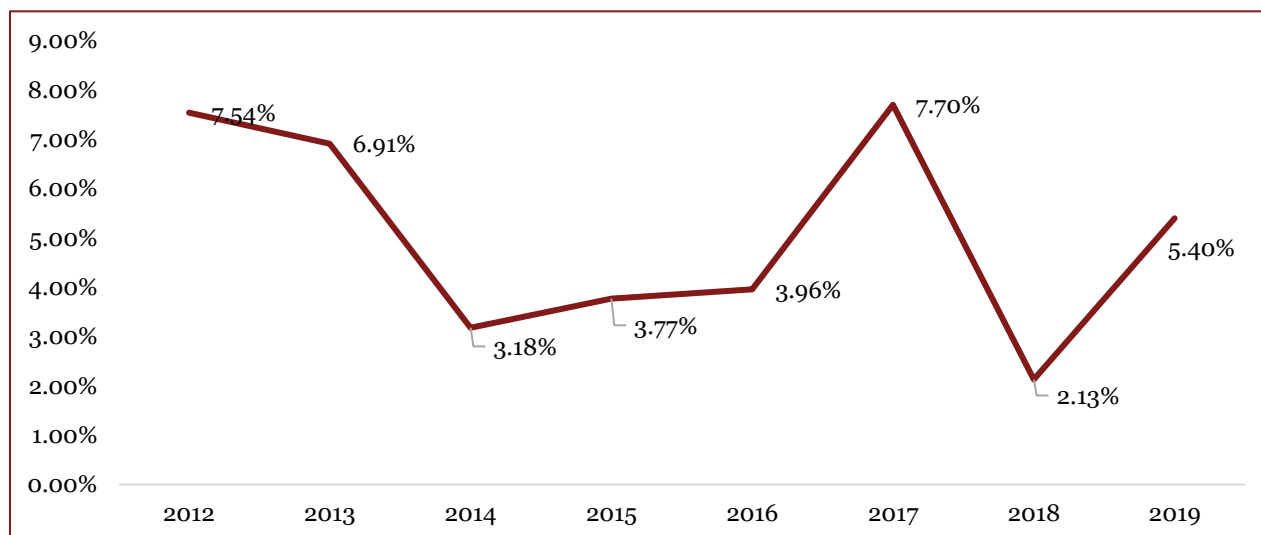


Source: World Bank

Post the political unrest in Sri Lanka, the inflation rates have experienced a sinusoidal curve of rise and decline steeply over the past one year on account of natural disasters like cyclone which resulted in escalation of food prices. The increase in charges like VAT has also adversely impacted the inflation trend adversely. **Data used for the analysis is the latest data point available in the respective database.**



Figure 15: Inflation Trend of Sri Lanka



Source: World Bank

The other broad level economic parameters of the country have been depicted below –

Table 12: Macro-economic Parameter of Sri Lanka

Macroeconomic Indicator	Description	Data Source
Unemployment	4.4%	The Heritage Foundation
FDI Inflow	USD 1.6 billion	The World Bank
Exports	USD 11.1 billion	ITC Trade Map
Imports	USD 15.8 billion	ITC Trade Map
Heritage Foundation's Index of Economic Freedom Rankings	112	The Heritage Foundation
Cato Institute's Human Freedom ranking	110	Human Freedom Index   Cato Institute
World Economic Freedom's Global Competitive Index Rating	84	Global Competitiveness Index 2019 rankings
WB Doing Business ranking	168	Doing Business 2020

Source: PwC Research

The economy of Sri Lanka is transitioning from being predominantly rural-based to urban economy-oriented around manufacturing and services. The government is implementing fiscal reforms, improving public financial management, increasing public and private investments, addressing infrastructure constraints and improving competitiveness. Sri Lanka has made significant improvements in human development. The country's Social indicators rank among the highest in South Asia and compare favorably with those in middle-income countries. The national poverty headcount ratio declined from 15.3% in 2006/07 to 6.7% in 2012/13<sup>37</sup> although disparities still remain within the country.

Post analysis of the broad macro-economy of Sri Lanka, an analysis of the shortlisted EZs is provided below-

#### 4.3.3.1. Seethawaka Export Processing Zone

Seethawaka Export Processing Zone is located in the Colombo district in the Western province of Sri Lanka. It is located ~ 79 km away from Bandaranaike International Airport and ~ 75 km from Colombo Port. Seethawaka EPZ was established in 1999 on a land area of 431 acres. The infrastructure facilities at the zone include water,

<sup>37</sup> Source: World Bank

wastewater processing, and electricity, making it attractive to investors. It is the only zone located in Colombo district which accommodates enterprises from different sectors.

Figure 16: Seethawaka Export Processing Zone



Source: Google Images

A detailed profiling of the park is provided below:

Table 13: Seethawaka Export Processing Zone, Sri Lanka

Factors	Seethawaka Export Processing Zone
<b>Site</b>	
Year of establishment/Start year of operations	It was established in 1999
Land Size (acres)	431 acres
Number of Plots/Units/Firms	According to the existing master plan there are approximately 75 industrial plots within the zone <sup>38</sup> There are approx. 139 operational industrial units serviced by the zone <sup>39</sup>
No. of Development Phases	The development has been carried out over a period of time but in a single phase
Land Lease (+length) or Sale (Taka/USD)	The Board of Investment of Sri Lanka provides Land on lease basis, for lease period of 50 years. The upfront one-time land premium is USD 60,000 (BDT 5.10 Mn) and the land lease charged is USD 4,235 / acre / annum (BDT ~0.36 Mn/acre/annum) <sup>40</sup>
Pre-Built Factories (PBF) (Y/N)	There are no PBF available as a part of the product offering
Lease Rate for PBF (Taka/USD)	There is no lease rate for PBF since PBF are not provided as a part of the product mix
<b>Infrastructure/Utilities</b>	
Onsite Independent Power (Y/N and Type)	There is no onsite captive power plant available for the special economic zone

<sup>38</sup> Source: <http://investsrilanka.com/location/seethawaka-epz/>

<sup>39</sup> Source: [http://www.colombopage.com/archive\\_18B/Dec24\\_1545664013CH.php](http://www.colombopage.com/archive_18B/Dec24_1545664013CH.php)

<sup>40</sup> Source: <http://www.investsrilanka.com/wp-content/uploads/2018/10/seethawaka-epz.pdf>

Factors	Seethawaka Export Processing Zone
Cost of Power (Taka/USD)	<p>For Industries with demand less than or equal to 42 KVA the cost of power is as follows:</p> <ul style="list-style-type: none"> <li>For consumption &lt;301 Kwh, the tariff is USD 0.058/Kwh (BDT 4.93/Kwh)<sup>41</sup></li> <li>For consumption &gt;300 Kwh, the tariff is USD 0.065/Kwh (BDT 5.52/Kwh)<sup>42</sup></li> </ul> <p>For Industries with demand more than 42 KVA the cost of power is as follows:</p> <ul style="list-style-type: none"> <li>During peak hours, the tariff is USD 0.11/Kwh (BDT 9.34/Kwh)<sup>43</sup></li> <li>During daytime, the tariff is USD 0.059/Kwh (BDT 5.01/Kwh)<sup>44</sup></li> <li>During Off-peak, the tariff is USD 0.037/Kwh (BDT 3.14/Kwh)<sup>45</sup></li> </ul>
Cost of Water (Taka/USD)	The charge of industrial water is USD 0.40/m <sup>3</sup> (BDT 34/m <sup>3</sup> ) <sup>46</sup>
Onsite Wastewater Treatment Plant (Y/N)	There is a centralized wastewater treatment plant available
<b>Transport costs</b>	
Cost of shipping 20-foot FCL container shipping to Colombo <sup>47</sup>	<p>The approximate shipping charges of a 20-foot FCL Container from the nearest port are as follows:</p> <ul style="list-style-type: none"> <li>Hamburg – Colombo port → USD 1,604-1,774</li> <li>Rotterdam – Colombo port → USD 1,588-1,755</li> <li>Antwerp – Colombo port → USD 1,619-1,789</li> <li>New York – Colombo port → USD 2,156- 2,384</li> </ul>
<b>Cost of Labour (Taka/USD)</b>	
Management	The average salary for a manager is approx. USD 1,000/month (BDT 84,947/month) <sup>48</sup>
Technicians	The average salary for a technician is approx. USD 320/month (BDT 27,183/month) <sup>49</sup>
Skilled	The average salary for a skilled labour is approx. USD 128/month (BDT 10,874/month) <sup>50</sup>
Unskilled	The average salary for an un-skilled labour is approx. USD 84/month (BDT 7,136/month) <sup>51</sup>
<b>Sectors</b>	
Type of Sectors within the Zone	Apparel & Accessories, Glove Products & Rubber Products, Fabric, Chemical & mineral, Printing and Food processing
<b>Special Regime</b>	
Yes/No	Yes, there's a special regime for incentives
<b>Fiscal Incentives</b>	
Customs Duties	<ul style="list-style-type: none"> <li>Exemptions of Customs Duty on capital goods and raw materials.</li> <li>Non-export oriented companies are entitled to import project related capital goods free of Customs Duty.</li> </ul>
Corporate Taxes / Indirect Taxes	<ul style="list-style-type: none"> <li>Exemption of tax on dividends.</li> <li>Minimum tax exemption of 4 to 11 years depending on the type of sectors and percentage of exports.</li> </ul>
Income Tax on Profits	<ul style="list-style-type: none"> <li>Income tax exemption up to 5 years</li> <li>Reduced rate after 5 years/ tax holiday is levied at 12% to 28% depending on the income.</li> </ul>

<sup>41</sup> Source: <http://www.ceb.lk/for-your-business/>

<sup>42</sup> Source: <http://www.ceb.lk/for-your-business/>

<sup>43</sup> Source: <http://www.ceb.lk/for-your-business/>

<sup>44</sup> Source: <http://www.ceb.lk/for-your-business/>

<sup>45</sup> Source: <http://www.ceb.lk/for-your-business/>

<sup>46</sup> Source: [http://www.waterboard.lk/web/index.php?option=com\\_content&view=article&id=46&Itemid=206&lang=en#details-of-schemes-within-the-area](http://www.waterboard.lk/web/index.php?option=com_content&view=article&id=46&Itemid=206&lang=en#details-of-schemes-within-the-area)

<sup>47</sup> Source: <https://worldfreightrates.com/freight>

<sup>48</sup> Source: <http://investsrilanka.com/location/seethawaka-epz/>

<sup>49</sup> Source: <http://investsrilanka.com/location/seethawaka-epz/>

<sup>50</sup> Source: <http://investsrilanka.com/location/seethawaka-epz/>

<sup>51</sup> Source: <http://investsrilanka.com/location/seethawaka-epz/>

Factors	Seethawaka Export Processing Zone
Social Security Tax	There is social security tax in Sri Lanka. The employer contributes 12% and the employee 8% of remuneration to the Employees Provident Fund (EPF). The employer also contributes 3% of employee remuneration to the Employee Trust Fund. Employees that have completed 5 years of service are entitled to a gratuity at the time of retirement at a rate of 50% of the last drawn salary multiplied by the number of years of service at the time of retirement.
No restrictions on Money Transfers	Sri Lanka does not impose any restrictions on the repatriation of profits. The government allows 100% repatriation on earnings, fees and capital, and on foreign exchange transactions relating to current account payments.
Others	<ul style="list-style-type: none"> <li>Exemption of transfer charges on transfer of land</li> </ul>
<b>Non-Fiscal Incentives</b>	
One Stop Shop Within the Zone	Yes, one stop shop is available within the zone.
<b>Support Amenities</b>	
Onsite Administration office	There is onsite administration office available within the zone
Onsite Convenience Retail	There is no onsite convenience retail available within the zone
Onsite Housing	There is no onsite housing available within the zone
Onsite Schools	There are no onsite schools available within the zone
Onsite Community Facilities	There are no onsite community facilities available within the zone
Onsite Security	There is onsite security available within the zone
<b>Quality of Life</b>	
International Housing (Within 15 km)	There are quality housing available within 15 km from the export processing zone in the Avissawella area
International Hospital/Clinic (Within 20km)	There are quality healthcare facilities available in the vicinity of the zone such as Base Hospital Avissawella, Weeravardana Medical Center, etc.
International Schools (Within 20 km)	There are international quality schools available within 15 km from the export processing zone such as Hillburn International College, Princeway College etc.

Source: PwC analysis and data collection

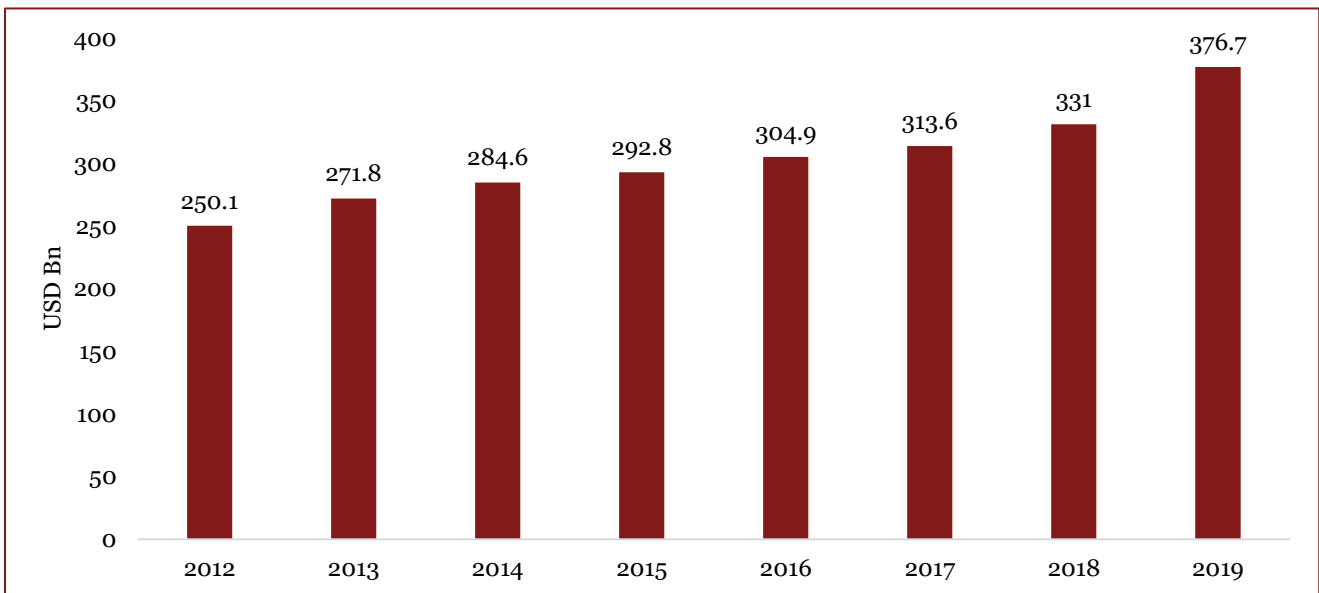
Seethawaka Export Processing Zone administered by the Board of Investment (BOI) of Sri Lanka has contributed US\$ 294 million (Rs. 52.842 billion) in export revenue as at end of October 2018. It was Rs. 65.791 billion in the year of 2017. Seethawaka Export Processing Zone is the only zone located in the Colombo District. It is 47 Km from Colombo via low-level road and 57 Km via High level road. It was built with Japanese technical co-operation and is a well-planned Export Processing Zone. The zone's enterprises have a significant impact on the local economy as they provide employment to the local habitants. Both male and female workers are equally employed in the zone. The Zone also promotes the Government's objective to develop regional industrialization. In addition to the local employment nearly 40 expatriates work in the zone. The enterprises include both Sri Lankan and foreign enterprises. The enterprises in the zone are from Sri Lanka, India, followed by Belgium, Hong Kong, Japan, USA, UK, Canada, China and Thailand. Since these are mainly from non-traditional economic sectors, the enterprises of the Export Processing Zone have created new skills and introduced new technologies to Sri Lanka's economy.<sup>52</sup>

<sup>52</sup> Source: [http://www.colombopage.com/archive\\_18B/Dec24\\_1545664013CH.php](http://www.colombopage.com/archive_18B/Dec24_1545664013CH.php)

### 4.3.4. Philippines

The Philippines is one of the most dynamic economies in the East Asia Pacific region. With increasing urbanization, a growing middle class, and a large and young population, the Philippines' economic dynamism is rooted in strong consumer demand supported by a vibrant labor market and robust remittances. Post witnessing a slump in its economy in 2011 due to economic downturn, the economy of Philippines has revived, backed by strong domestic demand. Sound economic fundamentals and a globally recognized competitive workforce reinforced the growth momentum. Having sustained average annual growth of 6.4% between 2010-2019 from an average of 4.6% between 2001-2009, the country is on its way from a lower middle-income country with a gross national income per capita of US\$3,830 in 2018 to an upper middle-income country (per capita income range of US\$3,956–\$12,235) in the near term.. The country also has a robust framework for promoting organized industrialization through the nodal agency PEZA which is similar in principle to the existent of BEZA in Bangladesh. The GDP trend of Philippines exhibit sustained growth levels as depicted below in the graph. **Data used for the analysis is the latest data point available in the respective database.**

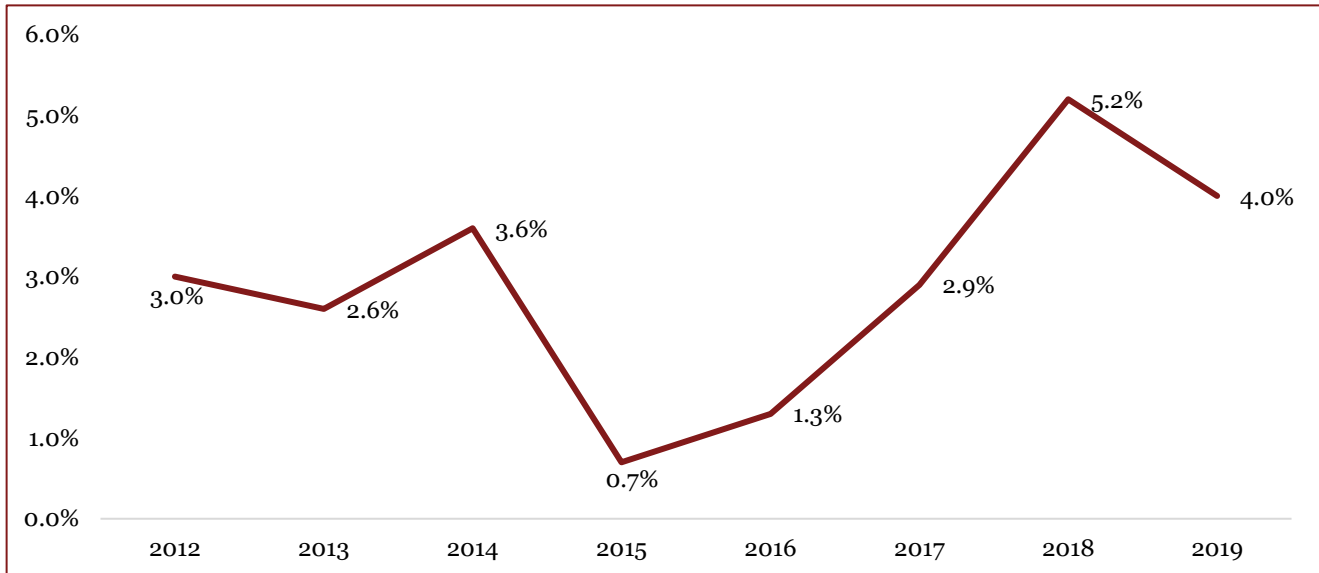
Figure 17: GDP Trend of Philippines



Source: World Bank

The following graph elucidates the inflation trend of Philippines. **Data used for the analysis is the latest data point available in the respective database.**

Figure 18: Inflation Trend of Philippines



Source: World Bank

Other macro-economic parameters of Philippines are presented below –

Table 14: Macro-economic Parameter of Philippines

Macroeconomic Indicator	Description	Data Source
Unemployment	2.5%	The Heritage Foundation
FDI Inflow	USD 9.8 billion	The World Bank
Exports	USD 70.3 billion in 2019	ITC Trade Map
Imports	USD 112.9 billion in 2019	ITC Trade Map
Heritage Foundation's Index of Economic Freedom Rankings	70 <sup>53</sup>	The Heritage Foundation
Cato Institute's Human Freedom ranking	76	Human Freedom Index   Cato Institute
World Economic Freedom's Global Competitive Index Rating	64	Global Competitiveness Index 2018–2019 rankings
WB Doing Business ranking	95	Doing Business 2020

Source: PwC Research

Although real economic growth slowed in 2019 but was still strong with 6.0% year-on-year. Growth is now projected to significantly decelerate this year due to the impact of the COVID-19 outbreak, through the slowdown in trade, investment, tourism, remittances, and social distancing—including the associated community quarantine. Nevertheless, economic growth is expected to rebound gradually in 2021-2022 as global conditions improve, and with more robust domestic activity bolstered by the public investment momentum and a boost from 2022 election-related spending.

Post analysis of the broad macro-economy of Philippines, an analysis of the shortlisted EZs is provided below.

<sup>53</sup> Source: <https://www.heritage.org/index/ranking>

### 4.3.4.1. Hermosa Ecozone Industrial Park

Hermosa Ecozone Industrial Park (HEIP) is a 400-acre industrial estate component of a 1,181-acre mixed-use property development in the Province of Bataan, by Hermosa Ecozone Development Corporation, in Philippines. This property is a registered Special Economic Zone under Philippine Economic Zone Authority. HEIP is strategically located in the middle of the country’s growth corridor (comprising of Subic Bay Freeport Zone in Zambales and Clark Special Economic Zone in Pampanga). It’s in proximity to Subic (15 km) and Clark (35 km) respectively, enables easy access to Subic international seaport and Clark Diosdado Macapagal International Airport. The region is equipped with a natural deep seaport and rich pool of labour in the vicinity.

Figure 19: Hermosa Ecozone Industrial Park



Source: Google Images

A detailed profiling of the Hermosa Ecozone Industrial Park is provided below –

Table 15: Hermosa Ecozone Industrial Park

Factors	Hermosa Ecozone Industrial Park
<b>Site</b>	
Year of establishment/Start year of operations	The first investment contract was signed in 2011 by Japanese firm Sumitomo Corp.
Land Size (acres)	400 acres
Number of Plots/Units/Firms	There are approximately 108 plots inside the park 25 enterprises are operational within the park <sup>54</sup>
No. of Development Phases	The industrial park was developed in a single phase over time
Land Lease (+length) or Sale (Taka/USD)	The long-term land lease price for industrial land is USD 1.76/m <sup>2</sup> (BDT 149.51/ m <sup>2</sup> ) for non-PEZA enterprises and USD 1.57/m <sup>2</sup> (BDT 133.37/ m <sup>2</sup> ) for PEZA registered enterprises  The selling price of industrial land is USD 96.91/m <sup>2</sup> (BDT 8232.17/ m <sup>2</sup> )
Pre-Built Factories (PBF) (Y/N)	No, there are no pre-built factories (PBF) available for the tenants

<sup>54</sup> Source: PEZA

<b>Factors</b>		<b>Hermosa Ecozone Industrial Park</b>	
Lease Rate for PBF (Taka/USD)	As pre-built factories are not part of the product offering their lease rates are not applicable		
<b>Infrastructure/Utilities</b>			
Onsite Independent Power (Y/N and Type)	The economic zone has a dedicated substation to supply power to the industries in the park  Power service is supplied by Peninsula Electric Cooperative (PENELCO) via 10MVA substation and distributed at 13.2kV <sup>55</sup>		
Cost of Power (Taka/USD)	The cost of high voltage industrial power is USD 0.11/KwH (BDT 9.34/KwH) The cost of low voltage industrial power is USD 0.14/KwH (BDT 11.89/KwH)		
Cost of Water (Taka/USD)	The cost of industrial water is USD 0.20/m <sup>3</sup> (BDT 16.99 /m <sup>3</sup> )		
Onsite Wastewater Treatment Plant (Y/N)	Yes, there is Onsite Wastewater Treatment Plant		
<b>Transport costs<sup>56</sup></b>			
Cost of shipping 20-foot FCL container	The approximate shipping charges of a 20-foot FCL Container from Subic International Sea Port are as follows: <ul style="list-style-type: none"> <li>• Hamburg – Subic International Sea Port → USD 1,887-2,086</li> <li>• Rotterdam – Subic International Sea Port → USD 1,869-2,066</li> <li>• Antwerp – Subic International Sea Port → USD 1,905-2,106</li> <li>• New York – Subic International Sea Port → USD 1,929-2,131</li> </ul>		
<b>Cost of Labour (Taka/USD)<sup>57</sup></b>			
Management	The salary of a management professional is approximately USD 2,188/month <sup>58</sup> (BDT 185,863/month)		
Technicians	The salary of a technician is approximately USD 725/month <sup>59</sup> (BDT 61,586/month)		
Skilled	The minimum wage of a labourer was USD 255/month <sup>60</sup> (BDT 21,661/month)		
Unskilled	The minimum wage of a labourer USD 119/month <sup>61</sup> (BDT 10109/month)		
<b>Sectors</b>			
Type of Sectors within the Zone	Chemicals, Plastic & Rubber, Machinery, Pharmaceuticals, Electrical and electronics, Light engineering, Real Estate		
<b>Special Regime</b>			
Yes/No	Yes, there is a special regime for incentives available		
<b>Fiscal Incentives<sup>62 63</sup></b>			
Customs Duties	The Philippines' customs levy no tariff or tax for goods worth less than PHP10,000 (USD 200). Businesses operating in SEZs or free port zones are exempted from paying taxes and tariffs on imported raw material and manufacturing equipment		
Corporate Taxes / Indirect Taxes	<ul style="list-style-type: none"> <li>• In Philippines, the Corporate Income Tax Rate is 30% and is calculated on taxable profit</li> </ul>		

<sup>55</sup> Source: <https://twt.com.ph/project/hermosa-ecozone-industrial-park-bataan-philippines/>

<sup>56</sup> Source: <https://worldfreightrates.com/freight>

<sup>57</sup> Source: HEIP Fact Sheet

<sup>58</sup> Source: <https://www.averagesalarysurvey.com/philippines>

<sup>59</sup> Source: <https://www.averagesalarysurvey.com/philippines>

<sup>60</sup> Source: <http://www.peza.gov.ph/index.php/2-uncategorised/30-cost-of-doing-business> (average of minimum daily wage considered for NCR Region Non-agriculture; 24 days per month)

<sup>61</sup> Source: <https://nwpc.dole.gov.ph/stats/current-statistics-on-wages/> (minimum daily wage considered for Region II Non-agriculture; 24 days per month)

<sup>62</sup> Source: BOI tax incentives

<sup>63</sup> Source: <https://www.pwc.de/de/internationale-maerkte/assets/doing-business-and-investing-in-philippines-2015.pdf>



<b>Factors</b>	<b>Hermosa Ecozone Industrial Park</b>
Income Tax on Profits	Tax incentives available to enterprises registered with the Philippine Economic Zone Authority (PEZA) are as follows: <ul style="list-style-type: none"> <li>• 4 to 8 years income tax holiday</li> <li>• A 5% tax on the modified gross income is imposed after the end of the income tax holiday</li> </ul>
Social Security Tax	In Philippines, the social security tax is equivalent to 10.4% of a worker's monthly salary credit, which shared by: <ul style="list-style-type: none"> <li>• Employer contribution is 7.07%</li> <li>• Employee contribution is 3.33%</li> </ul>
No restrictions on Money Transfers	No such incentives are prevailing in EZ
Others	<ul style="list-style-type: none"> <li>• Tax and duty-free import of capital equipment, spare parts and supplies</li> <li>• Tax and duty-free import of raw materials and supplies used in export</li> <li>• Zero value-added tax</li> </ul>
<b>Non-Fiscal Incentives</b>	
One Stop Shop Within the Zone	Yes, there is one stop shop within the zone for facilitating investors in their day to day operations
<b>Support Amenities</b>	
Onsite Administration office	There is onsite administration office available within the zone
Onsite Convenience Retail	There is no onsite convenience retail available within the zone
Onsite Housing	There is no onsite housing available within the zone
Onsite Schools	There are no onsite schools available within the zone
Onsite Community Facilities	There are no onsite community facilities available within the zone
Onsite Security	There is onsite security available within the zone
<b>Quality of Life</b>	
International Housing (Within 15 Km)	Quality housing is available in SUBIC area, which is around 35 km from Hermosa Ecozone Industrial Park, however in future a residential complex is expected to be developed just outside the Hermosa Ecozone Industrial Park
International Hospital/Clinic (Within 20km)	There are local hospitals in vicinity of the Economic zone, but international hospitals are available in SUBIC area
International Schools (Within 20 kms)	International schools are available in SUBIC area

Source: PwC Analysis

This zone has easy access to the Subic International Sea Port which is just 20 minutes travel distance away from HEIP and ensures seamless shipment of goods in and out of the country. Last mile connectivity to HEIP is provided by Subic-Clark-Tarlac Expressway which is a four-lane expressway, suitable for movement of heavy vehicles. The region also has a rich pool of manpower, which is evident from the fact that Sumi Philippines Wiring System Corporation, which has established a wiring harness production facility in HEIP and is currently employing around 3,000 local employees in the economic zone. Access to uninterrupted power and water has also added to the attractiveness of the region as an industrial destination.

#### 4.3.4.2. Cavite Economic Zone

The Cavite Economic Zone (CEZ) or Cavite Export Processing Zone (CEPZ) comprises 278 hectares of land encompassing the town of Rosario and the city of General Trias in the province of Cavite. It is located 30 km south of Manila. CEPZ was developed in five phases. An area of 170ha out of the total 278 ha of CEZ, excluding the sites for public facilities like roads, parks and sewage treatment plants, is offered as building lots for companies. These lots have been fully occupied since 1998 and there is a waiting list. The phase I of the Cavite Export Processing Zone was created in 1986. It later evolved into the Cavite Economic Zone when former Philippine President Fidel V. Ramos signed into law the Special Economic Zone Act of 1995 on February 24, 1995

Figure 20: Cavite Economic Zone



Source: Google Images

A detailed profiling of the Cavite Economic Zone is provided below –

Table 16: Cavite Economic Zone

Factors	Cavite Economic Zone
<b>Site</b>	
Year of establishment/Start year of operations	CEPZ was established in 1986; it was rechristened as a Special Economic Zone in 1995
Land Size (acres)	688 acres
Number of Plots/Units/Firms	Plots of variable sizes are available; however, the exact number of plots have not been demarcated. 437 enterprises are operational within the park <sup>64</sup>
No. of Development Phases	The industrial park was developed in five phases
Land Lease (+length) or Sale (Taka/USD)	Land is available for both rent and lease within the EZ at USD 0.63/m <sup>2</sup> /month <sup>65</sup> (BDT 53.52/m <sup>2</sup> /month)
Pre-Built Factories (PBF) (Y/N)	Yes, pre-built factories are provided as a part of the product offering

<sup>64</sup> Source: PEZA

<sup>65</sup> Source: [http://www.peza.gov.ph/issuances/mc/mc\\_2005-008.htm](http://www.peza.gov.ph/issuances/mc/mc_2005-008.htm)

Factors	Cavite Economic Zone
Lease Rate for PBF (Taka/USD)	Lease rate for PBF varies from USD ~3.0-3.5/m <sup>2</sup> /month (BDT 255-297/m <sup>2</sup> /month) <sup>66</sup>
<b>Infrastructure/Utilities</b>	
Onsite Independent Power (Y/N and Type)	The economic zone has a dedicated substation to supply power to the industries in the park  Power service is provided by Manilla Electric Co. (MERALCO) and San Miguel Corp.
Cost of Power (Taka/USD)	The cost of industrial power in PEZA operated zones varies between USD 0.092-0.11/KwH (BDT 7.82-9.34/KwH) <sup>67</sup>
Cost of Water (Taka/USD)	The cost of industrial water is USD 0.16/m <sup>3</sup> (BDT 13.59 /m <sup>3</sup> ) upto 1000 m <sup>3</sup> and USD 0.20/m <sup>3</sup> above 1000 m <sup>3</sup> <sup>68</sup>
Onsite Wastewater Treatment Plant (Y/N)	Yes, there is Onsite Wastewater Treatment Plant
<b>Transport costs<sup>69</sup></b>	
Cost of shipping 20-foot FCL container <sup>70</sup>	The approximate shipping charges of a 20-foot FCL Container from Subic International Sea Port are as follows: <ul style="list-style-type: none"> <li>• Hamburg – Port of Manila → USD 1,640-1,812</li> <li>• Rotterdam – Port of Manila → USD 1,624-1,795</li> <li>• Antwerp – Port of Manila → USD 1,655-1,829</li> <li>• New York – Port of Manila → USD 1,676-1,852</li> </ul>
<b>Cost of Labour (Taka/USD) <sup>71</sup></b>	
Management	The salary of a management professional is approximately USD 2,188/month <sup>72</sup> (BDT 185,863/month)
Technicians	The salary of a technician is approximately USD 725/month <sup>73</sup> (BDT 61,586/month)
Skilled	The minimum wage of a labourer was USD 255/month <sup>74</sup> (BDT 21,661/month)
Unskilled	The minimum wage of a labourer USD 167/month (BDT 14,1869/month) <sup>75</sup>
<b>Sectors</b>	
Type of Sectors within the Zone	Textiles & RMG, Plastic & Rubber, Paper & paper products Light Machinery, Electrical and electronics, Light engineering, Chemicals, Wood products
<b>Special Regime</b>	
Yes/No	Yes, there is a special regime for incentives available
<b>Fiscal Incentives<sup>76 77</sup></b>	
Customs Duties	The Philippines' customs levy no tariff or tax for goods worth less than PHP10,000 (USD 200).

<sup>66</sup> Source: <http://www.peza.gov.ph/documents/sfbjul2019.xlsx>

<sup>67</sup> Source: <http://www.peza.gov.ph/index.php/2-uncategorised/30-cost-of-doing-business>

<sup>68</sup> Source: <http://www.peza.gov.ph/index.php/2-uncategorised/30-cost-of-doing-business>

<sup>69</sup> Source: <https://worldfreightrates.com/freight>

<sup>70</sup> Source: <https://worldfreightrates.com/freight>

<sup>71</sup> Source: HEIP Fact Sheet

<sup>72</sup> Source: <https://www.averagesalarysurvey.com/philippines>

<sup>73</sup> Source: <https://www.averagesalarysurvey.com/philippines>

<sup>74</sup> Source: <http://www.peza.gov.ph/index.php/2-uncategorised/30-cost-of-doing-business> (average of minimum daily wage considered for NCR Region Non-agriculture; 24 days per month)

<sup>75</sup> Source: <http://www.peza.gov.ph/index.php/2-uncategorised/30-cost-of-doing-business> (average value of minimum daily wage considered for IV A Region Non-agriculture; 24 days per month)

<sup>76</sup> Source: BOI tax incentives

<sup>77</sup> Source: <https://www.pwc.de/de/internationale-maerkte/assets/doing-business-and-investing-in-philippines-2015.pdf>

<b>Factors</b>	<b>Cavite Economic Zone</b>
	Businesses operating in SEZs or free port zones are exempted from paying taxes and tariffs on imported raw material and manufacturing equipment
Corporate Taxes / Indirect Taxes	<ul style="list-style-type: none"> <li>In Philippines, the Corporate Income Tax Rate is 30% and is calculated on taxable profit</li> </ul>
Income Tax on Profits	Tax incentives available to enterprises registered with the Philippine Economic Zone Authority (PEZA) are as follows: <ul style="list-style-type: none"> <li>4 to 8 years income tax holiday</li> <li>A 5% tax on the modified gross income is imposed after the end of the income tax holiday</li> </ul>
Social Security Tax	In Philippines, the social security tax is equivalent to 10.4% of a worker's monthly salary credit, which shared by: <ul style="list-style-type: none"> <li>Employer contribution is 7.07%</li> <li>Employee contribution is 3.33%</li> </ul>
No restrictions on Money Transfers	No such incentives are prevailing in EZ
Others	<ul style="list-style-type: none"> <li>Tax and duty-free import of capital equipment, spare parts and supplies</li> <li>Tax and duty-free import of raw materials and supplies used in export</li> <li>Zero value-added tax</li> </ul>
<b>Non-Fiscal Incentives</b>	
One Stop Shop Within the Zone	Yes, there is one stop shop within the zone for facilitating investors in their day to day operations
<b>Support Amenities</b>	
Onsite Administration office	There is onsite administration office available within the zone
Onsite Convenience Retail	There is no onsite convenience retail available within the zone
Onsite Housing	There is no onsite housing available within the zone
Onsite Schools	There are no onsite schools available within the zone
Onsite Community Facilities	There are no onsite community facilities available within the zone
Onsite Security	There is onsite security available within the zone
<b>Quality of Life</b>	
International Housing (Within 15 Km)	Quality housing is available in Cavite area such as Samortin Residencies, The Lindgren etc.
International Hospital/Clinic (Within 20km)	There are quality hospitals in vicinity of the Economic zone such as Cavite Medical Centre, Bautista Hospital, Dr. Olivia Salamanca Memorial District Hospital etc.
International Schools (Within 20 kms)	International schools are available in Cavite city such as Westhill International School

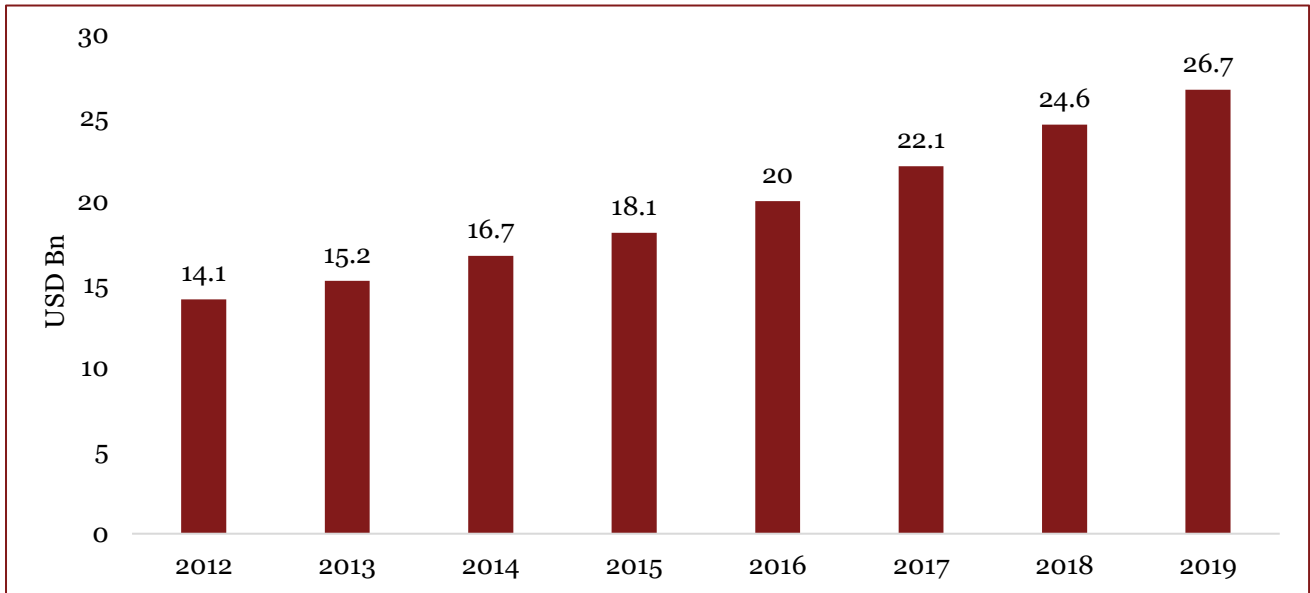
Source: PwC Analysis

The success of this zone can be mainly attributed to its proximity to Manila, the capital city of Philippines. It is ~35 kms from the Cavite Economic Zone. This gives the zone easy access to the Port of Manila, one of the most important trade gateways of the country. Apart from that, Cavite also hosts a minor port, the Cavite Port which is in close proximity to the zone.

### 4.3.5. Cambodia

Over the past two decades, Cambodia has undergone a significant transition, reaching lower middle-income status in 2015 and aspiring to attain upper middle-income status by 2030. Driven by garment exports and tourism, Cambodia's economy has sustained an average growth rate of 8% between 1998 and 2018, making it one of the fastest-growing economies in the world. But the country similar to Bangladesh is disproportionately dependent on the Textiles & RMG sector. Around 80% of the country's exports are apparel. The GDP growth trend in Cambodia is depicted below. **Data used for the analysis is the latest data point available in the respective database.**

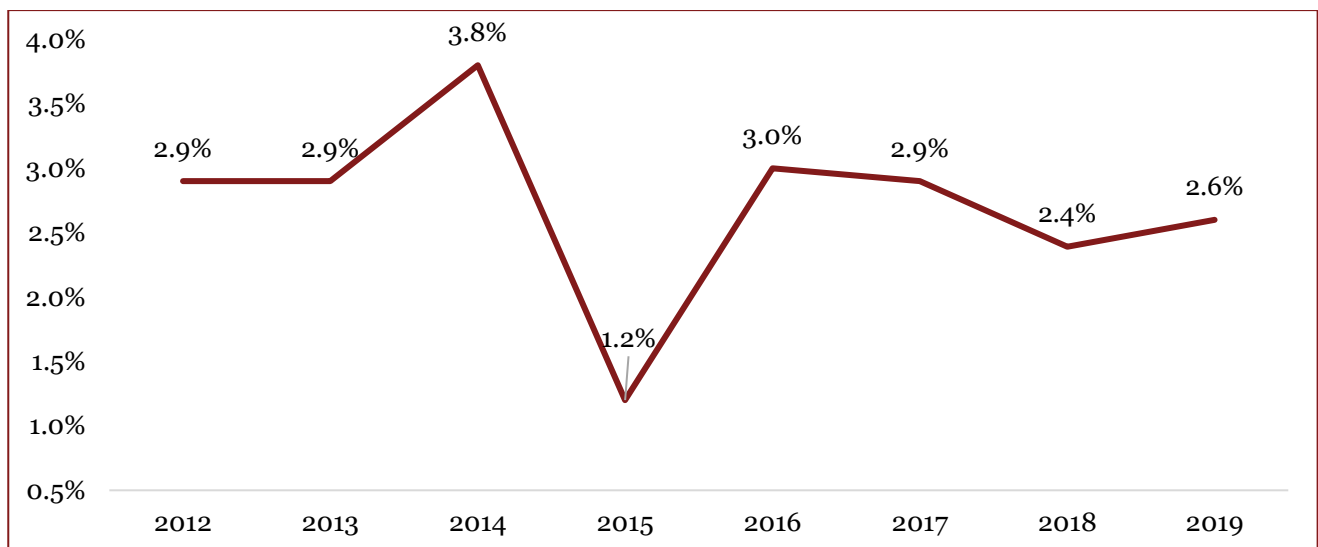
Figure 21: GDP Trend of Cambodia



Source: World Bank

The inflation rate has seen a substantial decrease after its peak of 3.8% in 2014. One of the reasons for the dipping inflation rate has been the fall in oil prices. The inflation trend of Cambodia is depicted below. **Data used for the analysis is the latest data point available in the respective database.**

Figure 22: Inflation Trend of Cambodia



Source: World Bank

Other macro-economic parameters of Cambodia are presented below –

Table 17: Macro-economic Parameter of Cambodia

Macroeconomic Indicator	Description	Data Source
Unemployment	1.0% <sup>78</sup>	The Heritage Foundation
FDI Inflow	USD 3.10 billion	The World Bank
Exports	USD 25.10 billion <sup>79</sup> in 2019	ITC Trade Map
Imports	USD 23.13 billion <sup>80</sup> in 2019	ITC Trade Map
Heritage Foundation's Index of Economic Freedom Rankings.	113	The Heritage Foundation 2019
Cato Institute's Human Freedom ranking	63	Human Freedom Index   Cato Institute
World Economic Freedom's Global Competitive Index Rating	106	Global Competitiveness Index 2019 rankings
WB Doing Business ranking	144	Doing Business 2020

Source: PwC Research

According to the World Bank, the Cambodian economy grew by 7 % in 2019 with the export of garments, footwear and travel goods recording a five-year high rising by 17.6% in 2018, up from 8.3% in 2017. More than half of Cambodian labor force is engaged in subsistence farming.

Despite the rapid growth the country remains largely a poverty stricken one. However, the situation has started to change as poverty continues to fall in Cambodia. According to official estimates, the poverty rate in 2014 was 13.5% compared to 47.8% in 2007. But the global shock triggered by the COVID-19 pandemic has significantly impacted Cambodia's economy in 2020 at a time when Cambodia also faces the partial suspension of preferential access to the EU market under the "Everything but Arms" initiative. The outbreak caused sharp deceleration in most of Cambodia's main engines of growth in the first quarter of 2020, including weakened tourism and construction activity. Growth is projected to slow sharply to 2.5% in 2020 under the baseline scenario.<sup>81</sup>

Post analysis of the broad macro-economy of Cambodia, an analysis of the shortlisted EZ is provided below –

#### 4.3.5.1. Manhattan (Svay Rieng) Special Economic Zone

Manhattan SEZ is located in Svay Rieng Province, South Eastern Cambodia on the Cambodia-Vietnam border. It is around 160 km East of Phnom Penh and 86 km west of Ho Chi Minh City, having access to the key border crossing point with Vietnam in South-East Cambodia. Manhattan SEZ has provision for uninterrupted power and water supply, storage and transportation warehouses, container terminals, staff dormitories, product exhibition halls, hospitals, administrative centers, landscape plazas and security service. All these facilities combined with initiatives and strategic location have made Manhattan SEZ an ideal location for investors in Cambodia. It is the largest single SEZ in Cambodia, generating employment for around 28,000 people.<sup>82</sup>

<sup>78</sup> Source: <https://www.heritage.org/index/country/cambodia>

<sup>79</sup> Source:

[https://www.trademap.org/Product\\_SelCountry\\_TS.aspx?nvpm=1%7c116%7c%7c%7cTOTAL%7c%7c%7c2%7c1%7c1%7c2%7c2%7c1%7c1%7c1%7c1](https://www.trademap.org/Product_SelCountry_TS.aspx?nvpm=1%7c116%7c%7c%7cTOTAL%7c%7c%7c2%7c1%7c1%7c2%7c2%7c1%7c1%7c1%7c1)

<sup>80</sup> Source:

[https://www.trademap.org/Product\\_SelCountry\\_TS.aspx?nvpm=1%7c116%7c%7c%7cTOTAL%7c%7c%7c2%7c1%7c1%7c1%7c2%7c1%7c1%7c1%7c1](https://www.trademap.org/Product_SelCountry_TS.aspx?nvpm=1%7c116%7c%7c%7cTOTAL%7c%7c%7c2%7c1%7c1%7c1%7c2%7c1%7c1%7c1%7c1)

<sup>81</sup> World Bank

<sup>82</sup> Source: <https://www.adb.org/sites/default/files/publication/175236/ewp-459.pdf>

Figure 23: Manhattan (Svay Rieng) SEZ



Source: Google Images

A detailed profiling of the Manhattan SEZ is provided in the next page–

Table 18: Manhattan SEZ

Factors	Manhattan (Svay Rieng) SEZ
<b>Site</b>	
Year of establishment/Start year of operations	It was established in 2006
Land Size (acres)	388 acres
Number of Plots/Units/Firms	Currently, there are 27 operational industrial units within the SEZ
No. of Development Phases	The development has been carried out over a period of time in single phase
Land Lease (+length) or Sale (Taka/USD)	Land lease available at USD 30-40/m <sup>2</sup> (BDT 2,548-3,398/m <sup>2</sup> ) up to 50 years' time period.
Pre-Built Factories (PBF) (Y/N)	There are pre-built factories provided as a part of the product offering
Lease Rate for PBF (Taka/USD)	Lease rate for PBF is USD 2/m <sup>2</sup> /month ( BDT 170/m <sup>2</sup> /month)
<b>Infrastructure/Utilities</b>	
Onsite Independent Power (Y/N and Type)	There is an on-site substation to provide electricity to industries inside the SEZ. Electricity is sourced from Vietnam since cost of power is higher in Cambodia and due to the proximity of the SEZ to Vietnam
Cost of Power (Taka/USD)	Power is supplied at USD 0.1650/KwH (BDT 14.02/KwH)
Cost of Water (Taka/USD)	The charge of industrial water is USD 0.15/m <sup>3</sup> (BDT 12.74/m <sup>3</sup> )
Onsite Wastewater Treatment Plant (Y/N)	There is an onsite wastewater treatment plant available within the special economic zone

<b>Factors</b>		<b>Manhattan (Svay Rieng) SEZ</b>
<b>Transport costs</b>		
Cost of shipping 20-foot FCL container <sup>83</sup>		<ul style="list-style-type: none"> <li>• Hamburg – Ho Chi Minh City → USD 960</li> <li>• Rotterdam – Ho Chi Minh City → USD 980</li> <li>• Antwerp – Ho Chi Minh City → USD 960</li> <li>• New York – Ho Chi Minh City → USD 615</li> </ul>
<b>Cost of Labor (Taka/USD)</b>		
Management		The average salary of management professional in Cambodia is approximately USD 2770/month <sup>84</sup> (BDT 235,302/month)
Technicians		The average salary of a technician is approx. USD 861/month (BDT 73,139/ month)
Skilled		The average salary of a skilled labourer in Cambodia is USD 498/month (BDT 42,304/ month)
Unskilled		The average salary of an unskilled labourer in Cambodia is USD 128.3/month (BDT 10,899/month)
<b>Sectors</b>		
Type of Sectors within the Zone		Light engineering, footwear, textile/RMG, bags, packaging, plastic, mattress, agro products
<b>Special Regime</b>		
Yes/No		Yes, there's a special regime for incentives
<b>Fiscal Incentives</b>		
Customs Duties		<ul style="list-style-type: none"> <li>• Import duty exemption on construction materials and production equipment</li> <li>• Import duty exemption on production materials for export industry and export duty exemption</li> </ul>
Corporate Taxes / Indirect Taxes		Exemption of 10% VAT in addition to import duty exemption.
Income Tax on Profits		There is profit tax exemption with a concept of “Trigger Period” + 3 years + Priority Period. The maximum trigger period is the first year of profit or 3 years after the tenant earns its first revenue, whichever sooner
Social Security Tax		Employers are required to contribute 3.4% of the average monthly wage of workers to the National Social Security Fund (NSSF) <sup>85</sup>
No restrictions on Money Transfers		There are currently no restrictions on the repatriation of profit or capital derived from investments made in Cambodia, nor on most transfers of funds overseas. The Law on Investment guarantees that investors can freely remit foreign currencies overseas for the purposes of repatriation of invested capital on dissolution of an investment project.
Others		50-year lease of land available to foreign investors (renewable and transferable) No quota restrictions on imports to Europe, Canada, Japan, Australia, Taiwan etc.
<b>Non-Fiscal Incentives</b>		
One Stop Shop Within the Zone		Yes, there's a one stop shop within the economic zone
<b>Support Amenities</b>		
Onsite Administration office		There is onsite administration office available within the zone
onsite convenience retail		There is onsite convenience retail available within the zone
Onsite Housing		There is onsite housing available within the zone

<sup>83</sup> Source: <https://www.freightos.com/portfolio-items/freight-rate-calculator-free-tool/>

<sup>84</sup> Source: <https://www.averagesalarysurvey.com/cambodia>

<sup>85</sup> Source: <https://shieldgeo.com/payroll-and-tax-in-cambodia/>



Manhattan (Svay Rieng) SEZ	
Onsite Schools	There are no onsite schools available within the zone
Onsite Community Facilities	There are onsite community facilities available within the zone
Onsite Security	There is onsite security available within the zone
<b>Quality of Life</b>	
International Housing (Within 15 Km)	There are villas available inside the Economic Zone
International Hospital/Clinic (Within 20km)	There are 5 medical facilities available within 5 km radius of the economic zone
International Schools (Within 20 kms)	There are local schools available near the SEZ, but international schools are not available within 20 km range of the SEZ

Source: PwC Research

The single biggest advantage of this zone is the strategic location of the SEZ on Vietnam-Cambodia border, which can facilitate easy border trade for industries based out of this SEZ. Manhattan SEZ has direct access to National Road No. 1 (a designated part of Asian Highway 1) providing road connection to Ho-Chi-Minh city, Phnom Penh and Bangkok. Vietnam's seaport at Saigon is 80 km away from the SEZ. This port can facilitate easy import and export of goods for industries in Manhattan SEZ. The region also has a rich pool of cheap manpower (Cambodian, as well as Vietnamese), which can attract labour intensive industries.

#### 4.4. Comparative Analysis

This section tries to capture a comparative analysis of specific comparative parameters between the EZs elaborated above and the proposed EZ in Araihaazar. Tables below provide an insight into macro-economic performance indicators of the countries which are home to the industrial parks shortlisted as benchmarking options to the proposed EZ in Araihaazar, Bangladesh. This comparison is important from the perspective of both local and international investors as they often take into consideration the macro-economic performance of countries to shortlist investment destinations in order to minimize risks to their investments and maximize their returns.

Table 19: Macro-Economic indicators (2019)

Country	GDP (USD billion)	GDP annual growth rate (%)	GDP per capita (USD)	Inflation Rate (%)	Unemployment Rate (%)	Population (million)
India	2,935.6	6.1	2,036.2	3.5	2.6	1,334.2
Cambodia	26.7	7.0	1,508.8	2.6	1.0	16.3
<b>Bangladesh</b>	<b>317.5</b>	<b>7.8</b>	<b>1,744.5</b>	<b>5.6</b>	<b>4.3</b>	<b>164.9</b>
Sri Lanka	91.0	4.8	4,067.9	5.4	4.4	21.7
Bahrain	38.14	3.1	25,850.5	1.7	1.0	1.5
Philippines	376.7	6.0	3,103.6	4.0	2.5	106.6

Source: World Economic Forum

Table 20: FDI indicators 2018

Country	FDI for 2018 (USD million)
India	42,117.5
Cambodia	3,102.6
<b>Bangladesh</b>	<b>2,940.2</b>
Sri Lanka	1,610.5
Bahrain	1,111.7
Philippines	9,832.3

Source: World Bank

Table 21: Heritage Foundation Score 2020

Country	Heritage Foundation Rating (global)	Individual country score	Score change	Freedom group ranking	Competitor's ranking
India	120	56.5	+1.3	Mostly unfree	5
Cambodia	113	57.3	-0.5	Mostly unfree	4
<b>Bangladesh</b>	<b>122</b>	<b>56.4</b>	<b>+0.8</b>	<b>Mostly unfree</b>	<b>6</b>
Sri Lanka	112	57.4	+1.0	Mostly unfree	2
Bahrain	63	66.3	-0.1	Moderately free	1
Philippines	70	64.5	+0.7	Moderately free	2

Source: The Heritage Foundation

Table 22: Global Competitiveness Ranking 2019

Country	Global Competitiveness Ranking 2019	Country Score	Global Competitiveness Ranking 2018	Rank Change from 2018 to 2019
India	68	61.4	58	-10
Cambodia	106	52.1	110	+4
<b>Bangladesh</b>	<b>105</b>	<b>52.1</b>	<b>103</b>	<b>-2</b>
Sri Lanka	84	57.1	85	+1
Bahrain	45	65.4	50	+5
Philippines	64	61.9	72	-8

Source: World Bank

Table 23: Global Financial Market Development Ranking (World Economic Forum 2019)

Country	Financial Market Development Ranking
India	40
Cambodia	88
<b>Bangladesh</b>	<b>106</b>
Sri Lanka	87
Bahrain	37
Philippines	43

Source: World Economic Forum

Table 24: World Bank Doing Business Ranking 2020

Country	Ease of Doing Business Ranking 2020	Ease of Doing Business Ranking 2019	Rank Change from 2019 to 2020
India	63	77	+14
Cambodia	144	138	-6

<b>Bangladesh</b>	<b>168</b>	<b>176</b>	<b>+8</b>
Sri Lanka	99	100	+1
Bahrain	43	62	+19
Philippines	95	124	+29

Source: World Bank

Table 25: World Bank Doing Business Components 2019

Parameters	India	Cambodia	Bangladesh	Sri Lanka	Bahrain	Philippines
Starting Business	137	185	<b>138</b>	83	66	166
Dealing with Construction Permits	52	179	<b>138</b>	65	57	94
Getting Electricity	24	141	<b>179</b>	84	82	29
Registering Property	166	124	<b>183</b>	140	26	116
Getting Credit	22	22	<b>161</b>	124	112	184
Protecting Minority Investors	7	110	<b>89</b>	38	38	132
Paying Taxes	121	137	<b>151</b>	141	5	94
Trading Across Borders	80	115	<b>176</b>	93	77	104
Enforcing Contracts	163	182	<b>189</b>	164	128	151
Resolving Insolvency	108	79	<b>153</b>	92	93	63

Source: World Bank

The comparative study done indicates that while Bangladesh is becoming more competitive at the global stage, it still lags behind the Indian and Philippines economy but fares better than Cambodia, Sri Lanka and Bahrain economy. Also, Bangladesh has recorded best GDP growth when compared to its peers. However, Bangladesh lags behind in terms of all other major macro-economic parameters like providing electricity and easy credit facility, registering of property, protecting minority investors and enforcing contracts.

BIDA has taken cognizant of the need to improve Bangladesh's ease of doing business rankings and has set a target of reaching double digit ranking by 2021 from its current rank of 168. Areas of improvement identified by BIDA are - Streamlining regularity service delivery in National Board of Revenue, Directorate of Environment, RAJUK, Courts, Export Promotion Bureau, Chief Controller of Imports and Exports, and other agencies in 11 thematic areas which are a part of Doing Business Components as listed in Table named "World Bank Doing Business Components 2019".

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These initiatives could make Bangladesh a more competitive economy in future. Improvement in macro-economic scenario of Bangladesh would also need to be supported by the facilities and cost advantages being offered by proposed EZ in Araihasar in order to attract investments. A comparative study of competing economic zones have been done on the next page to understand competitiveness of the proposed EZ in Araihasar with respect to the benchmarked zones.

Table 26: Comparative Analysis

Parameters	Araihazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
<b>Site</b>							
<b>Land Size (acres)</b>	413 acres	360 acres	610 acres	431 acres	400 acres	688 acres	388 acres
<b>Business Model</b>	Government (Proposed)	Government	Government	Government	Private	Government	Government
<b>Number of Plots/Units/Firms</b>	There are provisions of 258 plots as per the Master Plan	Fully developed plots of sizes varying from half-acre and above are available in the zone; however exact number of plots have not been demarcated  There are 106 industrial units operating in the zone <sup>86</sup>	Over 114 multinational and indigenous manufacturing and services companies are operational within the special economic zone	According to the existing master plan there are approximately 75 industrial plots within the zone <sup>87</sup>  There are approx. 139 operational industrial units serviced by the zone <sup>88</sup>	There are approximately 108 plots inside the park  25 enterprises are operational within the park <sup>89</sup>	Plots of variable sizes are available; however, the exact number of plots have not been demarcated.  437 enterprises are operational within the park <sup>90</sup>	Currently, there are 27 operational industrial units within the SEZ

<sup>86</sup> Source: [http://www.vsez.gov.in/vsez\\_admin\\_\\_sez\\_units\\_view.aspx](http://www.vsez.gov.in/vsez_admin__sez_units_view.aspx)

<sup>87</sup> Source: <http://investsrilanka.com/location/seethawaka-epz/>

<sup>88</sup> Source: [http://www.colombopage.com/archive\\_18B/Dec24\\_1545664013CH.php](http://www.colombopage.com/archive_18B/Dec24_1545664013CH.php)

<sup>89</sup> Source: PEZA

<sup>90</sup> Source: PEZA

Parameters	Araihazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
<b>No. of Development Phases</b>	The project is planned to be developed in Two phases	The development has been carried out in three phases	The development has been carried out over a period of time but in a single phase	The development has been carried out over a period of time but in a single phase	The industrial park was developed in a single phase over time	The industrial park was developed in five phases	The development has been carried out over a period of time in single phase
<b>Land Lease (+length) or Sale (Taka/USD)</b>	Land lease rental is BDT 14/ sq. ft. per annum (for 50 years) when BEZA develops the project and BDT 35/sq. ft. per annum (for 50 years) when PPP developer develops the project	Land lease for plots is USD 1.98 / sq. m / annum (BDT 168.19/sq. m/annum) subject to upward revision by 10% every year <sup>91</sup>	Land lease is available at the rate of USD 2.66/m <sup>2</sup> /year (BDT 225.96/m <sup>2</sup> /year) and the lease period is 25 years.	The Board of Investment of Sri Lanka provides Land on lease basis, for lease period of 50 years. The upfront one-time land premium is USD 60,000 (BDT 5.10 Mn) and the land lease charged is USD 4,235 / acre / annum (BDT ~0.36 Mn/acre/annum) <sup>92</sup>	The long-term land lease price for industrial land is USD 1.76/m <sup>2</sup> (BDT 149.51/ m <sup>2</sup> ) for non-PEZA enterprises and USD 1.57/m <sup>2</sup> (BDT 133.37/ m <sup>2</sup> ) for PEZA registered enterprises  The selling price of industrial land is USD 96.91/m <sup>2</sup> (BDT 8232.17/ m <sup>2</sup> )	Land is available for both rent and lease within the EZ at USD 0.63/m <sup>2</sup> /month <sup>93</sup> (BDT 53.52/m <sup>2</sup> /month)	Land lease available at USD 30-40/m <sup>2</sup> (BDT 2,548-3,398/m <sup>2</sup> ) up to 50 years' time period.

<sup>91</sup> Source: [http://www.vsez.gov.in/vsez\\_wsp\\_\\_infrastructure.aspx](http://www.vsez.gov.in/vsez_wsp__infrastructure.aspx)

<sup>92</sup> Source: <http://www.investsrilanka.com/wp-content/uploads/2018/10/seethawaka-epz.pdf>

<sup>93</sup> Source: [http://www.peza.gov.ph/issuances/mc/mc\\_2005-008.htm](http://www.peza.gov.ph/issuances/mc/mc_2005-008.htm)

Parameters	Araihazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
<b>Pre-Built Factories (PBF) (Y/N)</b>	PFB is planned only in case of PPP developer developing the project	Yes, there are PBFs in the zone	Yes. There are pre-built factories (2,000-9,500 m <sup>2</sup> ) provided as a part of the product offering	There are no PBF available as a part of the product offering	No, there are no pre-built factories (PBF) available for the tenants	Yes, pre-built factories are provided as a part of the product offering	There are pre-built factories provided as a part of the product offering
<b>Lease Rate for PBF (Taka/USD)</b>	Land lease rental for PFB is BDT 300/ sq. ft. per annum	Lease rentals for PBF is USD 15.85 /m <sup>2</sup> /annum (BDT 1347/m <sup>2</sup> /annum) subject to upward revision by 10% every year <sup>94</sup>	The lease rentals for Pre-Built Factories are approx. USD 6.6/m <sup>2</sup> /month (USD 560.65/m <sup>2</sup> /month)	There is no lease rate for PBF since PBF are not provided as a part of the product mix	As pre-built factories are not part of the product offering their lease rates are not applicable	Lease rate for PBF varies from USD ~3.0-3.5/m <sup>2</sup> /month (BDT 255-297/m <sup>2</sup> /month) <sup>95</sup>	Lease rate for PBF is USD 2/m <sup>2</sup> /month (BDT 170/m <sup>2</sup> /month)
<b>Infrastructure/ Utilities</b>							
<b>Onsite Independent Power (Y/N and Type)</b>	distribution through internal substations of 33/11 KV and 132/33 KV	No onsite captive power plant available for the SEZ  Power is supplied through a dedicated 132/33	There is no onsite captive power plant available for the special economic zone	There is no onsite captive power plant available for the special economic zone	The economic zone has a dedicated substation to supply power to the industries in the park	The economic zone has a dedicated substation to supply power to the industries in the park	There is an on-site substation to provide electricity to industries inside the SEZ. Electricity is sourced from

<sup>94</sup> Source: [http://www.vsez.gov.in/vsez\\_wsp\\_\\_infrastructure.aspx](http://www.vsez.gov.in/vsez_wsp__infrastructure.aspx)

<sup>95</sup> Source: <http://www.peza.gov.ph/documents/sfbjul2019.xlsx>

Parameters	Araihazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
		KV sub-station by A.P. Transco			Power service is supplied by Peninsula Electric Cooperative (PENELCO) via 10MVA substation and distributed at 13.2kV <sup>96</sup>	Power service is provided by Manilla Electric Co. (MERALCO) and San Miguel Corp.	Vietnam since cost of power is higher in Cambodia and due to the proximity of the SEZ to Vietnam
<b>Cost of Power (Taka/USD)</b>	Cost of power is BDT 8.97/ Kwh	The cost of power as supplied by A.P. Transco is USD 0.082 / Kwh (BDT 6.97/Kwh) <sup>97</sup> for High voltage and USD 0.089/Kwh (BDT 7.56/Kwh) <sup>98</sup> for Low voltage	The cost of power is USD 0.06/Kwh (BDT 5.10/Kwh) <sup>99</sup>	For Industries with demand less than or equal to 42 KVA the cost of power is as follows: <ul style="list-style-type: none"> <li>For consumption &lt;301 Kwh, the tariff is USD 0.058/Kwh (BDT 4.93/Kwh)<sup>100</sup></li> </ul>	The cost of high voltage industrial power is USD 0.11/Kwh (BDT 9.34/Kwh)  The cost of low voltage industrial power is USD 0.14/Kwh (BDT 11.89/Kwh)	The cost of industrial power in PEZA operated zones varies between USD 0.092-0.11/Kwh (BDT 7.82-9.34/Kwh) <sup>105</sup>	Power is supplied at USD 0.1650/Kwh (BDT 14.02/Kwh)

<sup>96</sup> Source: <https://twf.com.ph/project/hermosa-ecozone-industrial-park-bataan-philippines/>

<sup>97</sup> Source: <http://www.tnec.gov.in/orders/Tariff%20Order%202009/2017/TariffOrder/TANGEDCO-11-08-2017.pdf>

<sup>98</sup> Source: <https://www.aptransco.co.in/transco/images/TO2020-21.pdf>

<sup>99</sup> <https://bahrainedb.com/bahrain-international-investment-park/>

<sup>100</sup> Source: <http://www.ceb.lk/for-your-business/>

<sup>105</sup> Source: <http://www.peza.gov.ph/index.php/2-uncategorised/30-cost-of-doing-business>



Parameters	Araihaazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
				<ul style="list-style-type: none"> <li>For consumption &gt;300 Kwh, the tariff is USD 0.065/Kwh (BDT 5.52/Kwh)<sup>101</sup></li> </ul> <p>For Industries with demand more than 42 KVA the cost of power is as follows:</p> <ul style="list-style-type: none"> <li>During peak hours, the tariff is USD 0.11/Kwh (BDT 9.34/Kwh)<sup>102</sup></li> <li>During daytime, the tariff is USD 0.059/Kwh</li> </ul>			

<sup>101</sup> Source: <http://www.ceb.lk/for-your-business/>

<sup>102</sup> Source: <http://www.ceb.lk/for-your-business/>

Parameters	Araihazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
				(BDT 5.01/KwH) <sup>103</sup>  During Off-peak, the tariff is USD 0.037/KwH (BDT 3.14/KwH) <sup>104</sup>			
<b>Cost of Water (Taka/USD)</b>	Cost of water is BDT 35.78/ m <sup>3</sup>	The cost of industrial water is USD 0.95/ KL (BDT 80.70/KL) <sup>106</sup>	The charge of industrial water is USD 1.8/KL (BDT 152.90/KL) <sup>107</sup>	The charge of industrial water is USD 0.40/m <sup>3</sup> (BDT 34/m <sup>3</sup> ) <sup>108</sup>	The cost of industrial water is USD 0.20/m <sup>3</sup> (BDT 16.99 /m <sup>3</sup> )	The cost of industrial water is USD 0.16/m <sup>3</sup> (BDT 13.59 /m <sup>3</sup> ) upto 1000 m <sup>3</sup> and USD 0.20/m <sup>3</sup> above 1000 m <sup>3</sup> <sup>109</sup>	The charge of industrial water is USD 0.15/m <sup>3</sup> (BDT 12.74/m <sup>3</sup> )
<b>Onsite Wastewater Treatment Plant (Y/N)</b>	Yes, there is provision for wastewater treatment plan in the Master Plan of the proposed EZ	Yes, there is onsite wastewater treatment plant available within the SEZ	There is no onsite wastewater treatment plant available within the special economic zone	Yes, there is a centralized wastewater treatment plant available	Yes, there is Onsite Wastewater Treatment Plant	Yes, there is Onsite Wastewater Treatment Plant	There is an onsite wastewater treatment plant available within the special economic zone

<sup>103</sup> Source: <http://www.ceb.lk/for-your-business/>

<sup>104</sup> Source: <http://www.ceb.lk/for-your-business/>

<sup>106</sup> Source: <http://www.mepz.gov.in/tariff.html>

<sup>107</sup> <https://bahrainedb.com/bahrain-international-investment-park/>

<sup>108</sup> Source: [http://www.waterboard.lk/web/index.php?option=com\\_content&view=article&id=46&Itemid=206&lang=en#details-of-schemes-within-the-area](http://www.waterboard.lk/web/index.php?option=com_content&view=article&id=46&Itemid=206&lang=en#details-of-schemes-within-the-area)

<sup>109</sup> Source: <http://www.peza.gov.ph/index.php/2-uncategorised/30-cost-of-doing-business>

Parameters	Araihazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
<b>Transport Costs</b>							
<b>Cost of shipping 20-foot FCL container</b>	<p>The approximate shipping charges of a 20-foot FCL Container from the nearest port are as follows:</p> <ul style="list-style-type: none"> <li>• Rotterdam – Chittagong → USD 1,317<sup>110</sup></li> <li>• Hamburg – Chittagong → USD 1,317<sup>111</sup></li> <li>• Antwerp – Chittagong → USD 1,317<sup>112</sup></li> <li>• New York – Chittagong → USD 1,390<sup>113</sup></li> </ul>	<p>The approximate shipping charges of a 20-foot FCL Container from the nearest port are as follows:</p> <ul style="list-style-type: none"> <li>• Hamburg – Port of Vizag → USD 1,676-1,852</li> <li>• Rotterdam – Port of Vizag → USD 1,660-1,834</li> <li>• Antwerp – Port of Vizag → USD 1,692-1,870</li> </ul>	<p>The approximate shipping charges of a 20-foot FCL Container from the nearest port are as follows:</p> <ul style="list-style-type: none"> <li>• Hamburg – Khalifa Bin Salman Port → USD 920-1,226<sup>114</sup></li> <li>• Rotterdam – Khalifa Bin Salman Port → USD 925-1,233<sup>115</sup></li> <li>• Antwerp – Khalifa Bin Salman Port</li> </ul>	<p>The approximate shipping charges of a 20-foot FCL Container from the nearest port are as follows:</p> <ul style="list-style-type: none"> <li>• Hamburg – Colombo port → USD 1,604-1,774</li> <li>• Rotterdam – Colombo port → USD 1,588-1,755</li> <li>• Antwerp – Colombo port → USD 1,619-1,789</li> <li>• New York – Colombo port</li> </ul>	<p>The approximate shipping charges of a 20-foot FCL Container from Subic International Sea Port are as follows:</p> <ul style="list-style-type: none"> <li>• Hamburg – Subic International Sea Port → USD 1,887-2,086</li> <li>• Rotterdam – Subic International Sea Port → USD 1,869-2,066</li> </ul>	<p>The approximate shipping charges of a 20-foot FCL Container from Subic International Sea Port are as follows:</p> <ul style="list-style-type: none"> <li>• Hamburg – Port of Manila → USD 1,640-1,812</li> <li>• Rotterdam – Port of Manila → USD 1,624-1,795</li> <li>• Antwerp – Port of Manila → USD 1,655-1,829</li> </ul>	<ul style="list-style-type: none"> <li>• Hamburg – Ho Chi Minh City → USD 960</li> <li>• Rotterdam – Ho Chi Minh City → USD 980</li> <li>• Antwerp – Ho Chi Minh City → USD 960</li> <li>• New York – Ho Chi Minh City → USD 615</li> </ul>

<sup>110</sup> Source: <https://www.freightos.com/portfolio-items/freight-rate-calculator-free-tool/>

<sup>111</sup> Source: <https://www.freightos.com/portfolio-items/freight-rate-calculator-free-tool/>

<sup>112</sup> Source: <https://www.freightos.com/portfolio-items/freight-rate-calculator-free-tool/>

<sup>113</sup> Source: <https://www.freightos.com/portfolio-items/freight-rate-calculator-free-tool/>

<sup>114</sup> Source: <https://www.freightos.com/portfolio-items/freight-rate-calculator-free-tool/>

<sup>115</sup> Source: <https://www.freightos.com/portfolio-items/freight-rate-calculator-free-tool/>

Parameters	Araihazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
		<ul style="list-style-type: none"> <li>New York – Port of Vizag → USD 1,804-1,994</li> </ul>	<ul style="list-style-type: none"> <li>→ USD 924-1,275<sup>116</sup></li> <li>New York – Khalifa Bin Salman Port → USD 1,085-1,964<sup>117</sup></li> </ul>	<ul style="list-style-type: none"> <li>→ USD 2,156-2,384</li> </ul>	<ul style="list-style-type: none"> <li>Antwerp – Subic International Sea Port → USD 1,905-2,106</li> <li>New York – Subic International Sea Port → USD 1,929-2,131</li> </ul>	<ul style="list-style-type: none"> <li>New York – Port of Manila → USD 1,676-1,852</li> </ul>	
<b>Cost of Labor (Taka/USD)</b>							
<b>Management</b>	The salary of a management professional is approximately USD 533/month <sup>118</sup> (BDT 45,277/month)	The salary of a manager in Vishakhapatnam is approx. USD 662/month (BDT 56,235/month) <sup>119</sup>	The average salary of production manager in Bahrain is approx. USD 4,951/month <sup>120</sup>	The average salary for a manager is approx. USD 1,000/month (BDT 84,947/month) <sup>121</sup>	The salary of a management professional is approximately USD 2,188/month <sup>122</sup> (BDT 185,863/month)	The salary of a management professional is approximately USD 2,188/month <sup>123</sup> (BDT 185,863/month)	The average salary of management professional in Cambodia is approximately USD

<sup>116</sup> Source: <https://www.freightos.com/portfolio-items/freight-rate-calculator-free-tool/>

<sup>117</sup> Source: <https://www.freightos.com/portfolio-items/freight-rate-calculator-free-tool/>

<sup>118</sup> Source: <http://www.averagesalariesurvey.com/bangladesh>

<sup>119</sup> Source: <https://www.payscale.com/research/IN/Location=Visakhapatnam-Andhra-Pradesh/Salary>

<sup>120</sup> <http://www.salaryexplorer.com/salary-survey.php?loc=17&loctype=1&job=487&jobtype=3>

<sup>121</sup> Source: <http://investsrilanka.com/location/seethawaka-epz/>

<sup>122</sup> Source: <https://www.averagesalariesurvey.com/philippines>

<sup>123</sup> Source: <https://www.averagesalariesurvey.com/philippines>

Parameters	Araihazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
			(BDT 420,570/month)				2770/month <sup>124</sup> (BDT 235,302/month)
<b>Technicians</b>	The salary of a technician is approx. USD 403 / month <sup>125</sup> (BDT 34,223/month)	The salary of an entry-level engineer in Vishakhapatnam is approx. USD 340 / month (BDT 28,882/month) <sup>126</sup>	The average salary of a technician in Bahrain is approx. USD 2356/month <sup>127</sup> (BDT 200,134/month)	The average salary for a technician is approx. USD 320/month (BDT 27,183/month) <sup>128</sup>	The salary of a technician is approximately USD 725/month <sup>129</sup> (BDT 61,586/month)	The salary of a technician is approximately USD 725/month <sup>130</sup> (BDT 61,586/month)	The average salary of a technician is approx. USD 861/month (BDT 73,139/month)
<b>Skilled</b>	The salary of a skilled labourer is approximately USD 107.25 /	The salary of a skilled laborer in Andhra Pradesh is approx. USD	The average salary of a technician in Bahrain is approx. USD	The average salary for a skilled labour is approx. USD 128/month	The minimum wage of a labourer was USD 255/month <sup>135</sup> (BDT 21,661/month)	The minimum wage of a labourer was USD 255/month <sup>136</sup> (BDT 21,661/month)	The average salary of a skilled labourer in Cambodia is USD 498/month

<sup>124</sup> Source: <https://www.averagesalarysurvey.com/cambodia>

<sup>125</sup> Source: <http://www.averagesalarysurvey.com/bangladesh>

<sup>126</sup> Source: <https://www.payscale.com/research/IN/Location=Visakhapatnam-Andhra-Pradesh/Salary>

<sup>127</sup> <http://www.salaryexplorer.com/salary-survey.php?loc=17&loctype=1&job=487&jobtype=3>

<sup>128</sup> Source: <http://investsrilanka.com/location/seethawaka-epz/>

<sup>129</sup> Source: <https://www.averagesalarysurvey.com/philippines>

<sup>130</sup> Source: <https://www.averagesalarysurvey.com/philippines>

<sup>135</sup> Source: <http://www.peza.gov.ph/index.php/2-uncategorised/30-cost-of-doing-business> (average of minimum daily wage considered for NCR Region Non-agriculture; 24 days per month)

<sup>136</sup> Source: <http://www.peza.gov.ph/index.php/2-uncategorised/30-cost-of-doing-business> (average of minimum daily wage considered for NCR Region Non-agriculture; 24 days per month)

Parameters	Araihazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
	month <sup>131</sup> (BDT 9,110/month)	175/month (BDT 14,866/month) <sup>132</sup>	1,191/month <sup>133</sup> (BDT 101,171/month)	(BDT 10,874/month) <sup>134</sup>			(BDT 42,304/month)
<b>Unskilled</b>	The salary of an unskilled labourer is approx. USD 56/month <sup>137</sup> (BDT 4,757/month)	The salary of an unskilled labourer in Andhra Pradesh is approx. USD 122/month (BDT 10,364/month) <sup>138</sup>	The average salary of unskilled labor in Bahrain is approx. USD 993.04/month <sup>139</sup> (BDT 84,352/month)	The average salary for an unskilled labour is approx. USD 84/month (BDT 7,136/month) <sup>140</sup>	The minimum wage of a labourer USD 119/month <sup>141</sup> (BDT 10109/month)	The minimum wage of a labourer USD 167/month (BDT 14,1869/month) <sup>142</sup>	The average salary of an unskilled labourer in Cambodia is USD 128.3/month (BDT 10,899/month)
<b>Sectors</b>							
<b>Type of Sectors within the Zone</b>	Food & Beverage, Leather &	Textiles & RMG, Food & Agro processing,	Food and ingredients, FMCG,	Apparel & Accessories, Glove Products &	Chemicals, Plastic & Rubber, Machinery,	Textiles & RMG, Plastic & Rubber, Paper & paper	Light engineering, footwear,

<sup>131</sup> Source: <http://www.averagesalarysurvey.com/bangladesh>

<sup>132</sup> Source: [http://labour.ap.gov.in/ELabour/Documents/MinimumWages/12/1any%20manufacturing%20\(1\).pdf](http://labour.ap.gov.in/ELabour/Documents/MinimumWages/12/1any%20manufacturing%20(1).pdf)

<sup>133</sup> <https://www.paylab.com/bh/salaryinfo>

<sup>134</sup> Source: <http://investsrilanka.com/location/seethawaka-epz/>

<sup>137</sup> Source: <http://www.averagesalarysurvey.com/bangladesh>

<sup>138</sup> Source: [http://labour.ap.gov.in/ELabour/Documents/MinimumWages/12/1any%20manufacturing%20\(1\).pdf](http://labour.ap.gov.in/ELabour/Documents/MinimumWages/12/1any%20manufacturing%20(1).pdf)

<sup>139</sup> <https://www.paylab.com/bh/salaryinfo>

<sup>140</sup> Source: <http://investsrilanka.com/location/seethawaka-epz/>

<sup>141</sup> Source: <https://nwpc.dole.gov.ph/stats/current-statistics-on-wages/> (minimum daily wage considered for Region II Non-agriculture; 24 days per month)

<sup>142</sup> Source: <http://www.peza.gov.ph/index.php/2-uncategorised/30-cost-of-doing-business> (average value of minimum daily wage considered for IV A Region Non-agriculture; 24 days per month)

Parameters	Araihazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
	Leather Products, Chemicals, Non-metallic minerals, Heavy Machinery, Iron & Steel and Metals, Paper and Packaging, Pharmaceuticals, and Light Machinery and Equipment & Furniture	Chemicals, Pharmaceuticals, Light machinery, Paper products, IT/ITES <sup>143</sup>	pharmaceuticals, Light Engineering, Oil and gas downstream industries, Plastics and fiberglass, print and packaging, Chemicals etc.	Rubber Products, Fabric, Chemical & mineral, Printing and Food processing	Pharmaceuticals, Electrical and electronics, Light engineering, Real Estate	products Light Machinery, Electrical and electronics, Light engineering, Chemicals, Wood products	textile/RMG, bags, packaging, plastic, mattress, agro products
<b>Special Regime</b>							
<b>Special Regime (Yes/No)</b>	Yes, there's a special regime for incentives	Yes, there's special regime for incentives	Yes, there's a special regime for incentives	Yes, there's a special regime for incentives	<b>Yes</b> , there's a special regime for incentives	Yes, there's a special regime for incentives	Yes, there's a special regime for incentives
<b>Fiscal Incentives</b>							
<b>Customs Duties</b>	<ul style="list-style-type: none"> <li>Declaration of EZ as Ware</li> </ul>	Exemptions from customs duties and	5% customs duty exemption on raw	<ul style="list-style-type: none"> <li>Exemptions of Customs Duty on capital</li> </ul>	The Philippines' customs levy no	The Philippines' customs levy no	<ul style="list-style-type: none"> <li>Import duty</li> </ul>

<sup>143</sup> Source: [http://www.vsez.gov.in/vsez\\_admin\\_\\_sez\\_units\\_view.aspx](http://www.vsez.gov.in/vsez_admin__sez_units_view.aspx)

Parameters	Araihazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
	<p>housing Station- Duty free import &amp; Export of Raw material etc.</p> <ul style="list-style-type: none"> <li>• 100% duty free Import of Vehicle (One Car, One Microbus-2000 cc)</li> <li>• 100% VAT free Import of Machinery, Construction Materials</li> </ul>	excise for import/procurement of goods for development, operations and maintenance are applicable <sup>144</sup>	materials, plant machinery and spare parts imported for manufacturing.	<p>goods and raw materials.</p> <p>Non-export-oriented companies are entitled to import project related capital goods free of Customs Duty.</p>	<p>tariff or tax for goods worth less than PHP10,000 (USD 200).</p> <ul style="list-style-type: none"> <li>• Businesses operating in SEZs or free port zones are exempted from paying taxes and tariffs on imported raw material and manufacturing equipment</li> </ul>	<p>tariff or tax for goods worth less than PHP10,000 (USD 200).</p> <p>Businesses operating in SEZs or free port zones are exempted from paying taxes and tariffs on imported raw material and manufacturing equipment</p>	<p>exemption on construction materials and production equipment</p> <p>Import duty exemption on production materials for export industry and export duty exemption</p>
<b>Corporate Taxes / Indirect Taxes</b>	<ul style="list-style-type: none"> <li>• Corporate income tax waiver for 12 years for developer</li> <li>• Corporate income tax</li> </ul>	There is no exemption from minimum alternate tax	0% corporate tax (with a 10-year guarantee) is provided	<ul style="list-style-type: none"> <li>• Exemption of tax on dividends.</li> </ul> <p>Minimum tax exemption of 4 to 11 years</p>	In Philippines, the Corporate Income Tax Rate is 30% and is calculated on taxable profit	In Philippines, the Corporate Income Tax Rate is 30% and is calculated on taxable profit	Exemption of 10% VAT in addition to import duty exemption.

<sup>144</sup> Source: [http://www.vsez.gov.in/vsez\\_wsp\\_\\_sez\\_schme.aspx](http://www.vsez.gov.in/vsez_wsp__sez_schme.aspx)



Parameters	Araihazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
	<p>waiver for 10 years for unit investors</p> <p>Exemption of VAT on local purchase excluding petroleum products; and on electricity and all utility services</p>			depending on the type of sectors and percentage of exports.			
<b>Income Tax on Profits</b>	Corporate income tax waiver for 10 years for unit investors	Exemption from payment of Income Tax on export income for the first 5 years, 50% for next five years and 50% of ploughed in profits for next 5 years <sup>145</sup>	There is no income tax levied in Bahrain	<ul style="list-style-type: none"> <li>Income tax exemption up to 5 years</li> </ul> <p>Reduced rate after 5 years/ tax holiday is levied at 12% to 28% depending on the income.</p>	<p>Tax incentives available to enterprises registered with the Philippine Economic Zone Authority (PEZA) are as follows:</p> <ul style="list-style-type: none"> <li>4 to 8 years</li> </ul>	<p>Tax incentives available to enterprises registered with the Philippine Economic Zone Authority (PEZA) are as follows:</p> <ul style="list-style-type: none"> <li>4 to 8 years</li> </ul>	<ul style="list-style-type: none"> <li>There is profit tax exemption with a concept of “Trigger Period” + 3 years + Priority Period. The maximum trigger</li> </ul>

<sup>145</sup> Source: [http://www.vsez.gov.in/vsez\\_wsp\\_\\_sez\\_schme.aspx](http://www.vsez.gov.in/vsez_wsp__sez_schme.aspx)

Parameters	Arai hazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
					<p>income tax holiday</p> <ul style="list-style-type: none"> <li>A 5% tax on the modified gross income is imposed after the end of the income tax holiday</li> </ul>	<p>income tax holiday</p> <ul style="list-style-type: none"> <li>A 5% tax on the modified gross income is imposed after the end of the income tax holiday</li> </ul>	<p>period is the first year of profit or 3 years after the tenant earns its first revenue, whichever sooner</p>
<b>Social Security Tax</b>	No social security tax is available in Bangladesh	No social security tax is available in India	The current rate of contributions to the Social Insurance Organization (SIO) is 19% for local employees (12% employer; 7% employee) and 4% for expatriate employees (3% employer; 1% employee)	There is social security tax in Sri Lanka. The employer contributes 12% and the employee 8% of remuneration to the Employees Provident Fund (EPF). The employer also contributes 3% of employee remuneration to the Employee	In Philippines, the social security tax is equivalent to 10.4% of a worker's monthly salary credit, which shared by: <ul style="list-style-type: none"> <li>Employer contribution is 7.07%</li> <li>Employee contribution is 3.33%</li> </ul>	In Philippines, the social security tax is equivalent to 10.4% of a worker's monthly salary credit, which shared by: <ul style="list-style-type: none"> <li>Employer contribution is 7.07%</li> <li>Employee contribution is 3.33%</li> </ul>	<ul style="list-style-type: none"> <li>Employers are required to contribute 3.4% of the average monthly wage of workers to the National Social Security</li> </ul>

Parameters	Araihazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
				Trust Fund. Employees that have completed 5 years of service are entitled to a gratuity at the time of retirement at a rate of 50% of the last drawn salary multiplied by the number of years of service at the time of retirement.			Fund (NSSF) <sup>146</sup>
<b>No restrictions on Money Transfers</b>	Full repatriation of capital invested from foreign sources is allowed by Bangladesh. Similarly, profits and dividend	Profit and dividend earned from an Indian company are repatriable after payment of DDT. DDT @ 16.995% (inclusive of cess) is payable by the company (that declares	100% repatriation of capital is allowed	Sri Lanka does not impose any restrictions on the repatriation of profits. The government allows 100% repatriation on earnings, fees and capital, and on	No such incentives are prevailing in EZ	<ul style="list-style-type: none"> <li>No such incentives are prevailing in EZ</li> </ul>	There are currently no restrictions on the repatriation of profit or capital derived from investments made in Cambodia, nor

<sup>146</sup> Source: <https://shieldgeo.com/payroll-and-tax-in-cambodia/>

Parameters	Araihazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
	<p>accruing to foreign investment may be transferred in full. If foreign investors reinvest their repatriable dividends and or retained earnings, those will be treated as new investment. Foreigners employed in Bangladesh are entitled to remit up to 50 percent of their salary and will enjoy facilities for full repatriation of their savings</p>	<p>dividend) on the amount of dividend distributed. However, dividend is free of Indian income tax in the hands of the recipient shareholders, Indian or foreign. Profit of LLP is flow-through and repatriable without payment of any taxes and without any regulatory approval<sup>147</sup></p>		<p>foreign exchange transactions relating to current account payments.</p>			<p>on most transfers of funds overseas. The Law on Investment guarantees that investors can freely remit foreign currencies overseas for the purposes of repatriation of invested capital on dissolution of an investment project.</p>

<sup>147</sup> Source: <http://www.dobusinessinindia.in/repatriationoffund.php>

Parameters	Araihazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
	and retirement benefits						
<b>Others</b>	Exemption from income tax on salary of expatriates, dividend tax and royalty, technical fees, local govt. tax, land development tax	Exemption from payment of service tax, Central Sales Tax, AP VAT, stamp duty and registration fee on registration of lease deeds, capital contribution charges for supply of water etc. <sup>148</sup>	<ul style="list-style-type: none"> <li>Duty free access to all GCC markets and GAFTA, USA, Singapore, Norway, Switzerland, Iceland, and Lichtenstein (unlike Free Zones in the region)</li> </ul> <p>No minimum capital required for investments</p>	Exemption of transfer charges on transfer of land	<ul style="list-style-type: none"> <li>Tax and duty-free import of capital equipment, spare parts and supplies</li> <li>Tax and duty-free import of raw materials and supplies used in export</li> <li>Zero value-added tax</li> </ul>	<ul style="list-style-type: none"> <li>Tax and duty-free import of capital equipment, spare parts and supplies</li> <li>Tax and duty-free import of raw materials and supplies used in export\</li> <li>Zero value-added tax</li> </ul>	<p>50-year lease of land available to foreign investors (renewable and transferable)</p> <p>No quota restrictions on imports to Europe, Canada, Japan, Australia, Taiwan etc.</p>
<b>Non-Fiscal Incentives</b>							

<sup>148</sup> Source: [http://www.vsez.gov.in/vsez\\_wsp\\_\\_sez\\_schme.aspx](http://www.vsez.gov.in/vsez_wsp__sez_schme.aspx)

Parameters	Araihazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
<b>One Stop Shop Within the Zone</b>	Yes, there will be a one stop shop within the zone	Yes, there is one stop shop within the zone	Yes, there is one stop shop within the zone	Yes, there is a one stop shop within the zone	Yes, there is one stop shop within the zone for facilitating investors in their day to day operations	Yes, there is a one stop shop within the zone	Yes, there is one stop shop within the zone
<b>Support Amenities</b>							
<b>Onsite Administration office</b>	Yes, there is provision for some of these elements in the Master Plan of the proposed EZ	There is onsite administration office available within the zone	There is onsite administration office available within the zone	There is onsite administration office available within the zone	There is onsite administration office available within the zone	There is onsite administration office available within the zone	There is onsite administration office available within the zone
<b>Onsite Convenience Retail</b>		There is onsite convenience retail available within the zone <sup>149</sup>	There is onsite convenience retail available within the zone	There is no onsite convenience retail available within the zone	There is no onsite convenience retail available within the zone	There is no onsite convenience retail available within the zone	There is onsite convenience retail available within the zone
<b>Onsite Housing</b>		There is no onsite housing available within the zone	There is no onsite housing available within the zone	There is no onsite housing available within the zone	There is no onsite housing available within the zone	There is no onsite housing available within the zone	There is onsite housing available within the zone

<sup>149</sup> Source: <http://bitly.ws/7VJd>

Parameters	Araihazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
<b>Onsite Schools</b>		There are onsite schools available within the zone <sup>150</sup>	There are no onsite schools available within the zone	There are no onsite schools available within the zone	There are no onsite schools available within the zone	There are no onsite schools available within the zone	There are no onsite schools available within the zone
<b>Onsite Community Facilities</b>		There are community facilities available within the zone <sup>151, 152</sup>	There are no onsite community facilities available within the zone	There are no onsite community facilities available within the zone	There are no onsite community facilities available within the zone	There are no onsite community facilities available within the zone	There are onsite community facilities available within the zone
<b>Onsite Security</b>		There is onsite security available within the zone.	There is onsite security available within the zone	There is onsite security available within the zone	There is onsite security available within the zone	There is onsite security available within the zone	There is onsite security available within the zone
<b>Quality of Life</b>							
<b>International Housing (Within 15 Km)</b>	There is no international housing facility available within 15 km radius of the EZ	There are housing facilities available within 15 kms from the zone	Quality housing like Belvedere Apartments including many others are available in close proximity to the zone	There is quality housing available within 15 km from the export processing zone in the Avissawella area	Quality housing is available in SUBIC area, which is around 35 km from Hermosa Ecozone Industrial Park, however in future a residential	Quality housing is available in Cavite area such as Samortin Residencies, The Lindgren etc.	There are villas available inside the Economic Zone

<sup>150</sup> Source: <https://www.playschoolworld.com/in/en/tamilnadu/Chennai/best-preschools-play-schools-in-mepz-tambaram>

<sup>151</sup> Source: <http://www.mepz.gov.in/otherInfra.html>

<sup>152</sup> Source: <https://shodhganga.inflibnet.ac.in/bitstream/10603/191133/6/chapter%204.pdf>

Parameters	Araihazar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
					complex is expected to be developed just outside the Hermosa Ecozone Industrial Park		
<b>International Hospital/Clinic (Within 20km)</b>	There is basic healthcare facility available in the region which can be availed at various hospitals in Narayanganj district of Dhaka division.	There are international hospitals such as Homi Bhabha Cancer Hospital, Vishakha Steel Hospital, Apollo Hospitals etc. available in close proximity to the zone	Quality hospitals like Bahrain specialist Hospital including many others are available in close proximity to the zone	There are quality healthcare facilities available in the vicinity of the zone such as Base Hospital Avissawella, Weeravardana Medical Center, etc.	There are local hospitals in vicinity of the Economic zone, but international hospitals are available in SUBIC area	There are quality hospitals in vicinity of the Economic zone such as Cavite Medical Centre, Bautista Hospital, Dr. Olivia Salamanca Memorial District Hospital etc.	There are 5 medical facilities available within 5 km radius of the economic zone
<b>International Schools (Within 20 kms)</b>	There are no international schools available within 20 km radius.	There are quality schools like Visakha Valley School, St. Ann's High School etc. in close proximity to the zone	Quality schools like available City International school are available in close proximity to the zone	There are international quality schools available within 15 km from the export processing zone such as Hillburn International	International schools are available in SUBIC area	International schools are available in Cavite city such as Westhill International School	There are local schools available near the SEZ, but international schools are not available within 20 km range of the SEZ



Parameters	Araihasar EZ	Vishakhapatnam SEZ (India)	Bahrain IIP	Seethawaka EPZ (Sri Lanka)	Hermosa Ecozone Industrial Park (Philippines)	Cavite Economic Zone (Philippines)	Manhattan Special Economic Zone (Cambodia)
				College, Princeway College etc.			

Source: PwC Analysis

## 4.5. Key Takeaways

Some important features and best practices that were present across the benchmarked EZs which helped remain competitive and attract industrial tenants are as follows:

Table 27: Key Takeaways

	<b>Location</b>	<ul style="list-style-type: none"> <li>• Location is one of the most important factors for any EZ.</li> <li>• The EZs used for benchmarking are successful EZs which are either located close to the capital city or major urban nodes or trade gateways which help in access to export/import opportunities, backward/forward linkages, major markets, social infrastructure and availability of human resources that will be employed.</li> <li>• The proposed EZ is in close proximity to capital city, Dhaka (~64 km), and hence has access to potential markets for finished goods but lacks direct road connectivity.</li> </ul>
	<b>Multi-modal Connectivity</b>	<ul style="list-style-type: none"> <li>• The EZs location is chosen such that it is well connected via roads, railways, airports, seaports etc. to other main locations for ease of business and trade.</li> <li>• The proposed EZ has no direct road connectivity but it can be connected to other parts of Bangladesh via IWT network.</li> </ul>
	<b>Access to Utilities</b>	<ul style="list-style-type: none"> <li>• Presence of Infrastructure/ Utilities such as Onsite Independent Power (at a competitive price), availability of water (at a competitive price) adds to the attraction of EZ.</li> <li>• In case of the proposed EZ, the nearest power source is ~15 km and nearest water source Meghna river is adjacent to the proposed EZ.</li> <li>• Details of sourcing power and water is evaluated in the master planning section of this report.</li> </ul>
	<b>Cost of Utilities</b>	<ul style="list-style-type: none"> <li>• Out of the competing EZs, cost of power is high in Philippines, whereas it is almost equal in Cambodia and India as compared to Bangladesh.</li> <li>• Cost of water is low in Cambodia and Philippines, whereas it is high in Bahrain as compared to Bangladesh.</li> <li>• Lower cost of utility shall result in reduced cost of manufacturing.</li> </ul>
	<b>Cost of Manpower</b>	<ul style="list-style-type: none"> <li>• Cost of labor (management, technicians, skilled and unskilled) should be competitive. The cost of labor when compared to other global EZs is very low.</li> <li>• This shows that the proposed EZ has an edge and is very competitive when it comes to cost of labor.</li> </ul>
	<b>Cost of Transportation</b>	<ul style="list-style-type: none"> <li>• For an EZ to be competitive globally, cost of transportation should be low.</li> <li>• Comparison of cost of shipping a 20-foot FCL container from various locations indicates that transport cost to Bangladesh is higher as</li> </ul>

compared to the other competing EZs from Cambodia, Srilanka, Bahrain and Philippines but lower when compared to India

- Higher cost of transportation means increased manufacturing cost.



### **Support Amenities**

- The benchmarking exercise demonstrates that EZs have support amenities such as Administration office, Convenience retail, Housing, Schools, Hospitals, Security etc. to support the people working and living in the EZ, and hence helps in attracting more investors.
- Thus, presence of similar facilities could be evaluated for the proposed EZ.



### **Sustainability**

- Presence of an onsite wastewater treatment plant is a must-have for any EZ.
- Majority of the EZs used for benchmarking globally had these plants.



### **Economic Competitiveness of Host Country**

- Out of the countries considered in this benchmarking exercise, India and Philippines have fared well in terms of FDI inflow, global competitiveness ranking, financial market development ranking, and in ease of doing business.
- Bangladesh is laggard in terms of these macro-economic and regulatory parameters. However, its robust growth in the recent years have outperformed most of its peers

Source: PwC Analysis

These notable best-practices and offerings can add to the potential of the proposed EZ from the perspective of attracting lucrative investments from reputed industrial houses and increase its demand. The same are kept in mind and incorporated in the master planning, and infrastructure assessment of the proposed EZ. **Basis the analysis done above, the proposed EZ is found to be competitive with respect to other EZs on majority of the comparative parameters.**

# 5. Industry Assessment

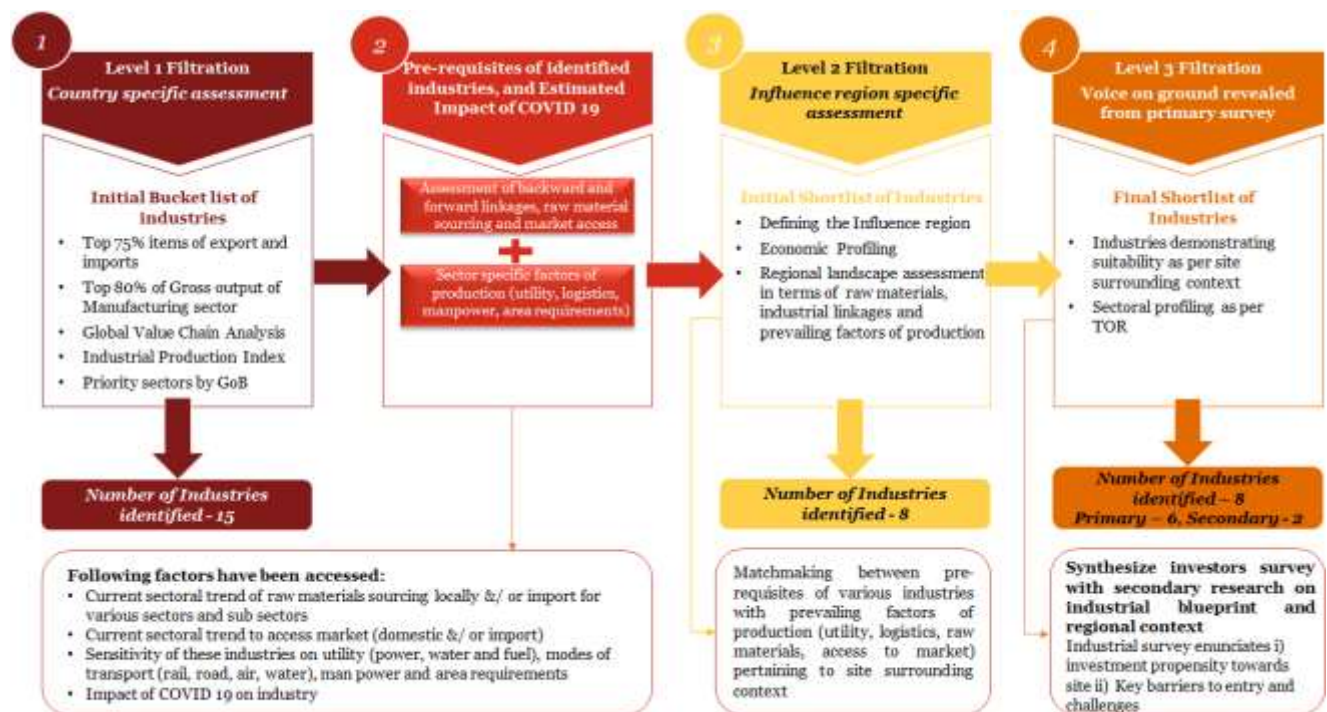
## 5.1. Key Objectives

Main objective of industry assessment is to identify site-specific best-fit industries which can be compatible with the local economy and existing supply chains of the region. Through this chapter, recent growth trends and policy support for various industries will be highlighted to draw attention to industry segments that are exhibiting significant development potential in Bangladesh. Local level infrastructural and manpower support, presently available and proposed plans, would be elaborated and site-specific suitability of various industries would be covered. Reference to insights obtained through primary survey have also been elucidated in this section. Further the results obtained from both primary (bottom-up) and secondary (top-down) studies would be synthesized to arrive at the final shortlist of industries for the proposed EZ. A detailed industrial profile would be undertaken for these target industrial sectors, covering typical land, power and water requirements, as well as, typical employment requirements for these sectors.

## 5.2. Framework of Industry Assessment

The process to arrive at the best-fit industrial mix that would be compatible in the context of the proposed EZ is a four-pronged approach covering macro level assessment of the country, which funnels down to site level and regional specific assessment, with validation from current manufacturers and members of various industrial associations.

Figure 24: Industry assessment framework



Source: PwC analysis

Level-1 and Level-2 filtrations delve into top-down assessment and are based on secondary research, whereas the findings from these two levels of filtrations are validated in the level-3 filtration (bottom-up assessment).

### 5.3. Industrial Sector Outlook Assessment of Bangladesh

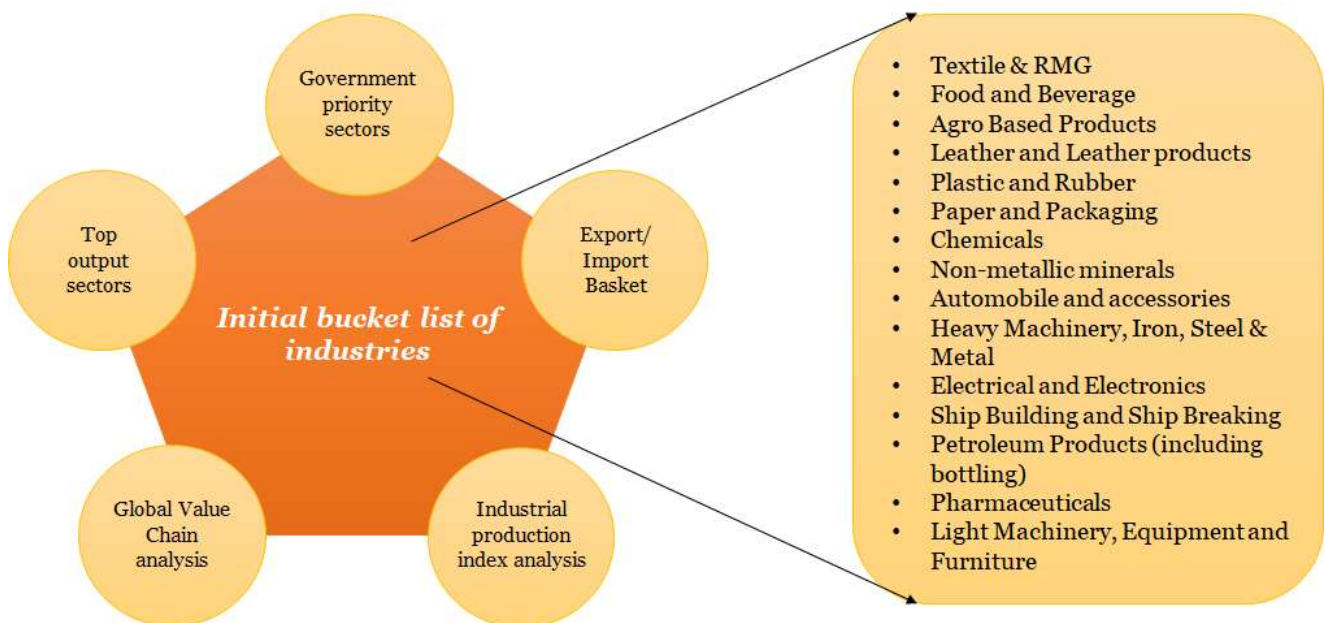
Bangladesh was world’s seventh fastest growing economy and textile & RMG industry has always been the primary industrial sector in the country.<sup>153</sup> This sector formed 84.21% of the total export basket in 2018-19, providing employment to around 3.6 million people.<sup>154</sup> However, at the same time it also highlights the over reliance of Bangladesh’s exports on a single sector as growth engine of the export economy. There is a need to improve its manufacturing competencies in other sectors in order to make its economy resilient to possible sector specific disruptions due to automation, policy changes and increasingly competitive global scenarios. Export diversification is one of the cornerstones of the Government’s Seventh Five-Year Plan (FY 2016 to FY 2020).

For this engagement, in order to arrive at the potential industrial sectors which can be established at the proposed EZ, it is important to assess the following-

- Sectors contributing to top export and import basket of the country
- Traditionally dominant sectors in terms Gross Output of Manufacturing Sector
- Global Value Chain (GVC) analysis
- Index of Industrial Production analysis
- Priority sectors identified by the GoB

These parameters shall help understand at the country level, the dominant industries at present and the prospective industries which are going to come up in the future. Details of this assessment are provided in the annexure. Based on this assessment, an initial shortlist of industrial sectors was created by identifying those industries performing well across the parameters as highlighted above. The initial shortlist of industries is as mentioned below:

Figure 25: Initial shortlist of industries



Source: PwC analysis

All these sectors have either demonstrated sound growth or part of the priority sectors identified by the Government or are going to come up in the future.

<sup>153</sup> International Monetary Fund

<sup>154</sup> Bangladesh Garments Manufacturers and Exporters Association

## 5.4. Outlook of Industrial Landscape in the Future

As mentioned earlier, Bangladesh has set forth an ambitious growth target of shaping up as a developed economy by 2041. However, it is imperative to mention that in the recent times, due to the COVID-19 outbreak, various disruptions in global supply chain and industrial linkages are taking place. A deep recession has loomed across the globe and UN trade agency highlights that COVID-19 is likely to cost economy USD 1 trillion during 2020. Bangladesh is no exception, RMG sector has already witnessed cancellation of orders around USD 3 billion from 1,059 Bangladeshi suppliers. This could result in employment loss of more than 1.44 million workers and export loss in the range of USD 4 billion.<sup>155</sup>

### 5.4.1. Impact of COVID-19 on the Initial Shortlist of Industries

Harvard Business Review (HBR) indicates that the largest 1,000 companies or their suppliers own more than 12,000 facilities in COVID quarantine areas. Since the past decade, China (the epicenter of COVID-19) has gradually established itself as the hub of electronics, technology products, industrial, and automotive manufacturing. China has placed itself as the second largest importer (USD 1.674 trillion in 2019) accounting for ~9.1% of global imports and largest exporter (USD 2.524 trillion in 2019) accounting for ~13.7% of global exports. COVID-19 will hinder this EXIM relationship between China and rest of the world. Bangladesh, owing to its import dependency on China is expected to suffer a massive slowdown in its industrial growth.

Industrial slowdown will directly impact supply chain, logistics, and shipping sector. Worldwide COVID-19 has disrupted supply chain of all commodities. HBR reviews indicate that COVID-19 has disrupted supply chains for nearly 75% of US companies. Baltic Dry Index (BDI) is down by 52% since December 2019. This steep fall in the BDI indicates substantial idle bulk shipping capacity.

While global economy is expected to contract by 2.2% in 2020 and this contraction would be highest in the G-20 economies.<sup>156</sup> These G-20 nations are the primary market for the RMG sector of Bangladesh, which is the backbone of the economy. Anticipated landslide in RMG sector might create a cascading effect and as a result further creates impact on other industrial sectors. World Bank indices indicate that the regional growth of South Asia would decline to a range between 1.8% to 2.8% in 2020 (from 6.3% projected six months back). Although various fiscal stimulus has been declared to revive the economy, the growth forecast in the coming 2 years is bleak for the country. World Bank indices indicate that real GDP of Bangladesh is expected to grow at:

- 2% to 3% in 2020 (it was 8.2% in 2019)
- 1.2% to 2.9% in 2021
- 2.8% to 3.9% in 2022

World Bank also has estimated the industry growth rates for Bangladesh in between 2020, which are:

- ~2% in 2020 (from ~12.7% in 2019)
- ~3.5% in 2021
- ~6.1% in 2022

Recovery from this pandemic would take 3 to 4 years (at least) for the country. Bangladesh lacks indigenous production of raw materials and natural resources and the country is primarily import dependent on China and India. Apart from Textile & RMG and leather (constitute over 80% of export basket), all other sectors are domestic consumption oriented. Since the country is highly dependent on foreign trade, global slowdown will result in significant dip across the industrial sectors of the country.

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<sup>155</sup> PwC Research

<sup>156</sup> World Economic Forum

In the following, a broad level assessment has been undertaken on the possible impact of COVID-19 across industrial sectors of the country.

Table 28: Industrial sector profiling and impact assessment due to COVID-19

Industrial sectors	Prevailing overview of the sector	Expected impact of COVID-19
Textile & RMG	<ul style="list-style-type: none"> <li>The major industry, and the largest employer of the country</li> <li>Contributes more than 90% to the country's exports with exports worth ~41.5 billion USD in 2019.</li> <li>Industry has depicted growth rate of ~8% in the past and estimated to grow ~7% in the coming decade.</li> </ul>	<ul style="list-style-type: none"> <li>Decrease in demand in western market will result in decreasing export of the industry</li> <li>More than 1 million jobs might be lost due to pandemic</li> <li>May generate disruption in the country's positioning as one of the market leaders in the industry</li> </ul>
	4	4
Food & Beverages/ Agro based products	<ul style="list-style-type: none"> <li>Majorly domestic consumption driven, with exports worth ~850 million USD (2019), and imports worth ~6.11 billion USD (2019).</li> <li>Dairy sector has shown ~13% growth in the last five years, and in near future, the industry is estimated to grow between 12-14% each year.</li> <li>Sea food industry is estimated to grow by ~5% in the coming five years.</li> <li>Less import dependency; quality vegetables/ fruits and food items are imported- however, the trend is declining</li> </ul>	<ul style="list-style-type: none"> <li>Less impact envisaged as most of the industry is domestic consumption driven</li> <li>In short term, there might be impact due to decrease in consumption and declining spending propensity, and decline in exports (e.g. shrimp)</li> <li>In long term, industry should gain momentum as it caters to the "essential" product segment</li> </ul>
	3	1
Leather and Leather Products	<ul style="list-style-type: none"> <li>Another major industry in Bangladesh in addition to textile &amp; RMG.</li> <li>Recorded exports worth ~508 million USD in 2019 and has depicted growth of ~10% annually in exports.</li> <li>The industry is rising rapidly and estimated to grow between 10-12% every year in the coming five years.</li> </ul>	<ul style="list-style-type: none"> <li>Considerable impact considering the luxurious nature of leather products</li> <li>Decrease in demand in western market might result in dip in exports</li> </ul>
	3	3
Plastic and Rubber	<ul style="list-style-type: none"> <li>Majorly import dependent, and low domestic production</li> <li>Exports worth only ~125 million USD in 2019, while estimated domestic</li> </ul>	<ul style="list-style-type: none"> <li>Medium impact, as industry acts as input to both essential and non-essential services industry (e.g. food as well as RMG)</li> </ul>

Industrial sectors	Prevailing overview of the sector	Expected impact of COVID-19
	<p>market size of ~1 billion USD (as of 2018)</p> <ul style="list-style-type: none"> <li>Imports for 2019 were recorded at ~433 million USD, much higher than exports in the same industry</li> <li>But exports are estimated to grow at 5-8% in the coming few years.</li> </ul>	<ul style="list-style-type: none"> <li>Mostly consumption driven market, so domestic production will only be affected in short term.</li> <li>Imports might be impacted due to possible disruption of global supply chains</li> </ul>
	1	2
Paper and Packaging	<ul style="list-style-type: none"> <li>Domestic consumption driven industry.</li> <li>Recorded export worth ~20 million USD in 2019, while imports were recorded at ~683 million USD.</li> <li>Export of the product has demonstrated volatile growth rates in the past decade, and in short term exports will be impacted due to decrease in demand in downstream industries.</li> </ul>	<ul style="list-style-type: none"> <li>Medium impact in short term due to decrease in demand from downstream industries.</li> <li>In long term, demand for paper might decrease due to shift of consumer base to digital platforms</li> <li>On the other side, packaging demand will likely to remain constant in long term</li> </ul>
	2	1
Chemicals	<ul style="list-style-type: none"> <li>Domestic consumption driven industry, with significant import dependency</li> <li>Domestic production is estimated to grow between 1-2% in the next five years.</li> <li>Import of ~835 million USD worth organic chemicals in 2019, while ~392 million USD worth inorganic chemicals were imported in the same year.</li> </ul>	<ul style="list-style-type: none"> <li>High impact in short term as imports are affected and industrial needs getting depleted</li> <li>Low impact in long terms, as industrial production will continue once the pandemic recovers</li> </ul>
	2	3
Non-metallic minerals	<ul style="list-style-type: none"> <li>Majorly domestic consumption market driven industry.</li> <li>Exports are limited. Exports worth ~47 million USD in 2019, while imports were recorded at ~247 million USD in the same year.</li> <li>Volatile nature of exports with few years depicting growth in exports while few years decrease.</li> <li>Industry is estimated to grow north of ~10% in the coming five years.</li> </ul>	<ul style="list-style-type: none"> <li>Low impact in long term due to nature of products, and demand for construction, real estate (major consumer industries) is likely to go back to normal in long term as pandemic recovers.</li> <li>In short term, there is significant dip in the demand for industry products (e.g. cement, ceramics, and glass), and hence considerable impact</li> </ul>



Industrial sectors	Prevailing overview of the sector	Expected impact of COVID-19
	2	<ul style="list-style-type: none"> <li>Disruption in recently rising exports from Bangladesh might impact in long term in international market.</li> </ul>
Automobiles and accessories	<ul style="list-style-type: none"> <li>Domestic market consumption-based industry. Most of the domestically consumed materials is imported.</li> <li>Exports worth ~95 million USD in 2019, and it is estimated to grow north of 5% YOY in the coming five years.</li> <li>Imports were recorded worth ~1075 billion USD in 2019</li> </ul>	<ul style="list-style-type: none"> <li>Low impacts in long term considering the nascent stage of development of industry in the country.</li> <li>Few assembly plants are closed amid lockdown, and hence decrease in domestic production in short term.</li> <li>Possible impact on domestic consumption market, as global supply chains (and hence production lines) are likely to be disrupted</li> </ul>
Heavy Machinery, Iron, Steel and Metal	<ul style="list-style-type: none"> <li>Import dependency, and low exports in the sector</li> <li>Domestic market is estimated to grow ~12-14% in the coming few years amid increase in demand in the sector.</li> <li>Exports worth ~49 million USD for heavy machineries in 2019, while for iron and steel worth ~32 million USD in the same year.</li> <li>Imports for heavy machinery recorded at 5.8 billion USD, while for steel and iron at 2.9 billion USD</li> </ul>	<ul style="list-style-type: none"> <li>Low impacts in long term considering the nascent stage of development of heavy machinery industry in the country.</li> <li>Possible supply chain disruption due to impact on imports</li> <li>Decrease in domestic demand due to decrease in consumption power, lockdown and halt in infrastructure projects.</li> </ul>
Electrical Electronics and	<ul style="list-style-type: none"> <li>Majorly import dependent with imports worth ~3.24 billion USD in 2019, compared to exports worth only ~60 million USD</li> <li>Domestic market estimated to grow by ~7% in the coming few years.</li> <li>Presence majorly at manufacturing of cables, and less tech intensive electrical and electronics products.</li> </ul>	<ul style="list-style-type: none"> <li>Decrease in consumption power in short term may impact the sales of electronics and electrical products.</li> <li>Most of the channels of sales will remain affected even if lockdown conditions are withdrawn thus putting a negative effect on new batches of production</li> <li>Disruption in supply chains will negatively impact the domestic</li> </ul>

Industrial sectors	Prevailing overview of the sector	Expected impact of COVID-19
		<p>production through impact on export as well as import</p> <ul style="list-style-type: none"> <li>In long term, the industry will likely to be very less impacted.</li> </ul>
	1	3
Shipbuilding and Shipbreaking	<ul style="list-style-type: none"> <li>Domestic consumption market driven industry, with dependency on imports</li> <li>Imports worth ~552 million USD in 2019 compared to exports worth only ~12 million USD.</li> <li>Presence of industry in the coastal regions such as Khulna, Bagerhat, and Chittagong districts.</li> </ul>	<ul style="list-style-type: none"> <li>Demand might decrease slightly as global shipping lines and/ or local shipping lines shall face slowdown</li> <li>Since this sector is a traditional and saturated sector, much change might not happen</li> <li>Order books of the shipyards in the country should decline</li> </ul>
	2	1
Petroleum Products (Including bottling)	<ul style="list-style-type: none"> <li>Domestic market driven industry with currently dependent on majorly imports.</li> <li>Import worth ~4.38 billion USD in 2019, compared to exports worth only ~21 million USD.</li> <li>Industry estimated to grow between 6-8% in the coming few years.</li> </ul>	<ul style="list-style-type: none"> <li>Decrease in domestic demand might impact on decrease in imports</li> <li>Decreasing oil prices might benefit country positively, and help other sectors to save significant costs of fuel</li> <li>Limited domestic refining capacity will impact the capacity of Bangladesh to take benefit from low oil prices, as it will have to import the refined oil from the international market.</li> </ul>
	2	3
Pharmaceuticals	<ul style="list-style-type: none"> <li>Domestic market as well as export-oriented industry</li> <li>Estimated to grow between ~13-15% in the coming five years.</li> <li>Imports worth ~267 million USD compared to exports worth ~37 million USD.</li> </ul>	<ul style="list-style-type: none"> <li>High demand for pharmaceutical products in short as well as long term</li> <li>Development of local API park at Munshiganj will help Bangladesh to decrease imports of APIs and hence grow the domestic pharma industry due to increase in demand</li> <li>Very less/no impact of pandemic on this sector as it is an “essential” product related sector</li> </ul>
	3	1

Industrial sectors	Prevailing overview of the sector	Expected impact of COVID-19
Light Machinery, Equipment and Furniture	<ul style="list-style-type: none"> <li>Exports worth ~88 million USD compared to imports worth ~202 million USD in 2019 for furniture category.</li> <li>Industry is estimated to grow at ~5% in the next coming years due to rising domestic market.</li> </ul>	<ul style="list-style-type: none"> <li>Decrease in demand in short term due to decrease in new infrastructure development, stalled industrial manufacturing and MSME operations.</li> <li>In long term, the industry will be less impacted, as demand is likely to come back to normal post the recovery from the pandemic.</li> </ul>
	2	2
<b>The details of Rating are as follows:</b>		
0	Very Poor Condition	No/Minimal Impact
1	Poor Condition	Little Impact
2	Medium/Average Condition	Medium Impact
3	Above Average Condition	High Impact
4	Good Condition	Very High Impact

Source: PwC Research

Owing to COVID-19, disruptions have taken place across the industrial sectors in Bangladesh; however, this may also bring out certain opportunities. It is imperative that the country has been scouting for foreign investors and the EZ regime is also targeted to attract the foreign manufacturing players to set up their units in Bangladesh. The onset of USA-China trade war prompted a lot of foreign companies to migrate from China and shift to other South Asian locations. In order to reduce higher tariffs imposed by USA, many Chinese players are also relocating. In the post COVID era, multiple foreign players shall move out from China; recent news articles indicate that Japanese companies are being incentivized to move from China.

Bangladesh as an investment destination offers low cost of operations and low cost of human resources. During these uncertain times, the companies have to choose between opting for automation to reduce cost or to relocate to such locations which offer lower cost of manufacturing- Bangladesh is right suited for the same. In order to attract these foreign investors, the EZ regime should open up by offering better and additional fiscal incentive packages (such as higher tenure for corporate tax exemption, import duty waiver on used machineries).

### **5.4.2. Evolution of Industrial Outlook in the Future**

While the impact of COVID-19 is expected to last for the coming 3-5 years, post which the industrial outlook shall improve. Keeping cognizance of the ulterior objective of GoB in shaping up the country as developed economy by 2041, in the long-run, Bangladesh should focus on Industry 4.0. The term Industry 4.0 encompasses a promise of new industrial revolution. It is the digital transformation of industrial markets; specifically manufacturing industry driven by four disruptions: the astonishing rise in data volumes, computational power, connectivity and business intelligence capabilities.<sup>157</sup> It takes the automation of manufacturing processes to a new level by introducing customized and flexible mass production technologies.

According to recent research study by McKinsey Global Institute, industries with highest potential for automation are manufacturing, accommodation, food services, transportation and warehousing. Experts forecast that

<sup>157</sup> McKinsey Publications

businesses will be able to increase their productivity by about 30% using Industry 4.0 by 2025.<sup>158</sup> Bangladesh being a developing economy depends on export of manufactured products to foreign countries. However, with the advent of industry 4.0 regime, manufacturing is becoming less labor intensive, which might create challenges for manufacturing industry in Bangladesh, which is majorly driven by cheap labor in the country. In light of Industry 4.0, it is pertinent for countries like Bangladesh, to do away with cheap labor being the primary driver of competitiveness and focus on infrastructure & logistics, research & development, and technology will be required to remain competitive in a changed industrial landscape. Therefore, it is imperative to develop the management of manufacturing and chain productions so that the efficiency would be substantially increased which is a strong indicator that Industry 4.0 is crucial for Bangladesh to move forward. Bangladesh needs the adaptation of Industry 4.0 not only to increase the industrial production but also to bolster the overall socio-economic growth.

**Table 29: How Industry 4.0 shall change the outlook of industrial sectors by 2041**

Industrial sectors	Solutions through Industry 4.0 (2041)
Textile & RMG	<ul style="list-style-type: none"> <li>Automation technologies such as use of robots in the textile &amp; RMG sector to reduce the cost of outsourcing production and logistics cost and decrease the turnaround time.</li> <li>Bangladesh needs to adapt to Industry 4.0 and need to focus on creating high value goods (from currently manpower oriented and focus on low value goods) through technology enablement.</li> </ul>
Food & Beverages/ Agro based products	<ul style="list-style-type: none"> <li>To remain competitive and to increase the production capacity in this sector, new technologies such as use IOT and smart manufacturing needs to be implemented in order to boost the production without raising costs.</li> <li>Although, Food &amp; Beverages sector may not be completely ready to embrace the Industry 4.0, Bangladesh needs to invest in research and development of new technologies to differentiate a business amongst the competition.</li> </ul>
Leather and Leather Products	<ul style="list-style-type: none"> <li>By adopting new technologies and processes in tanneries, it will help to recycle and reduce the effluent discharges.</li> <li>Design of the leather products is a critical step in leather products manufacturing. Precision of the design of the leather products and quality of goods can be improved by adopting new technologies such as smart manufacturing in this sector to increase the export share of leather products.</li> </ul>
Plastic and Rubber	<ul style="list-style-type: none"> <li>With the help of integrative production technologies, Bangladesh can improve the production capacity with minimal increase in costs and reduce waste with efficient and flexible production cycles.</li> </ul>
Paper and Packaging	<ul style="list-style-type: none"> <li>Manufacturers in Bangladesh are investing in upgradation of technology to export quality papers in order export to global markets.</li> <li>Due to changing policies pressures and competition, this sector is changing rapidly. So, to remain competitive, this sector must innovate not only the</li> </ul>

Industrial sectors	Solutions through Industry 4.0 (2041)
	<p>products but also the manufacturing processes with automation and digitization which will benefit in terms of productivity, efficiency and quality.</p>
Chemicals	<ul style="list-style-type: none"> <li>• Deployment of connected systems and analytical models for predictive asset management.</li> <li>• Bangladesh can get ready for export-oriented manufacturing by streamlining the operations. Technologies such as AI, Robotics and additive manufacturing can be efficiently integrated to digital transform the operations in the chemical industry.</li> <li>• Smart techniques introduced by industry 4.0 can help this sector in enhancing productivity and aligning manufacturing operations.</li> </ul>
Non-metallic minerals	<ul style="list-style-type: none"> <li>• Issues such as rising costs, enormous energy consumptions and overall complexity can be reduced with the help of 4.0 techniques such predictive analytics maintenance, end-to-end optimization thereby improving operational efficiency and reducing operational costs.</li> </ul>
Automobiles and accessories	<ul style="list-style-type: none"> <li>• Technologies such as Machine learning and Advanced analytics help with greater connectivity with their automobiles, pushing the industry to evolve.</li> <li>• Bangladesh needs to focus on promotion of more research and development in the automobile sector and through induction of new technologies in the production lines.</li> </ul>
Heavy Machinery, Iron, Steel and Metal	<ul style="list-style-type: none"> <li>• Manufacturing can be done efficiently through Industry 4.0 concepts and new developed manufacturing techniques such as Smart factories and Smart manufacturing.</li> </ul>
Electrical and Electronics	<ul style="list-style-type: none"> <li>• Analytics platform across its facilities to reveal the amounts of waste they generate across utilities (water, electricity etc.).</li> <li>• Azure machine learning techniques in smart factories to detect and predict defects in machinery. This allows for predictive maintenance that can cut down on unexpected delays, which in turn helps in reduction of costs.<sup>159</sup></li> <li>• Bangladesh needs to adapt to the global changes in Electrical and Electronics Industry as this field has a higher degree of digitization than any other industrial sector in the world. Investments in R&amp;D, process developments and technology improvements to support the innovations in this sector to remain competitive in the market.</li> </ul>
Shipbuilding and Shipbreaking	<ul style="list-style-type: none"> <li>• Smart Ship building by introducing robotics, 3-D printing technology to increase the efficiency.</li> <li>• Bangladesh needs to focus on promotion of more research and development in this sector and through induction of new technologies in the production</li> </ul>

<sup>159</sup> nordcloud.com

Industrial sectors	Solutions through Industry 4.0 (2041)
	lines so as to reduce the production and operational cost and increase its production efficiency.
Petroleum Products (Including bottling)	<ul style="list-style-type: none"> <li>• Smart Sensors in the Oil refineries enhance the monitoring the safety and functionality of all processes.</li> <li>• Similar automation and digitization techniques in this sector such as Information Management systems etc. will play a crucial role in the upliftment of this sector.</li> </ul>
Pharmaceuticals	<ul style="list-style-type: none"> <li>• Implementing new industry 4.0 concepts in Pharma sector will provide in line and in-time control over the business, operations and quality.<sup>160</sup> Developing nations are currently working on APC strategies to implement in Pharma sector to improve the quality and production.</li> <li>• Similarly, Bangladesh should look upon new manufacturing techniques in this sector and train the manpower to build and help operate adopted technologies so as to improve the production and reduce risk and waste.</li> </ul>
Light Machinery, Equipment and Furniture	<ul style="list-style-type: none"> <li>• Bangladesh can be competitive in this sector by customized production by introducing industry 4.0 concepts such as Smart manufacturing into the production to achieve efficient production targets and quality products.</li> </ul>

Source: PwC Research



Above discussions bring out the popular industrial sectors in Bangladesh context and how the future would shape up for these sectors. Following section delves into the holistic assessment of the region surrounding the proposed EZ to understand the suitability of the initial shortlist of industries in site surrounding context.

### 5.4.3. Key Areas to Focus for Bangladesh

As established in the earlier sections, the effect of this pandemic would be prolonged in case of industrial manufacturing sector. Although, sectors such as Food & Beverages, Agro-based products, and Pharmaceuticals are somewhat immune against this but on a broader spectrum, overall industrial growth is expected to be lower than previously optimistic growth rates projected in the pre-COVID era. In order to cope and emerge stronger economically, Bangladesh should focus on certain areas and define its strategy in both short and long term. The table below tries to highlight certain tactics (short term) and strategies (long term) which could help Bangladesh minimize the ill-effects of this pandemic on its economy.

<sup>160</sup> ispe.org

Table 30: Some key Short term and Long-term focus areas for Bangladesh

 <p><b>Tactics: Short Term</b></p>	 <p><b>Strategy: Long Term</b></p>
<ul style="list-style-type: none"> <li>• Banking on its low factor costs of production, Bangladesh could promote itself as an alternate investment destination for foreign firms exiting China; it has been already confirmed that a large contingent of Japanese firms are being incentivized for moving their facilities out of China</li> <li>• In order to successfully lure these investors, Bangladesh has to upgrade its policies related to incentives, regulations etc. in lieu of becoming a more attractive investment destination as compared to India and other South east Asian economies</li> <li>• Ensure strict protocols for re-operationalization of identified industries. Some measures could be –             <ul style="list-style-type: none"> <li>○ Factory disinfection plan</li> <li>○ Product hygiene authentication</li> <li>○ Equipment usage and safe distance support</li> <li>○ Mandatory OD mapping and reporting of migrant workforce</li> <li>○ Person to equipment mapping</li> <li>○ Additional protocols for materials receipt at trade gateways</li> </ul> </li> <li>• Developing a risk framework for opening up economy basis inherent nature of industries and COVID intensity in the region</li> </ul>	<ul style="list-style-type: none"> <li>• In the long term, decision makers should evaluate impact of the pandemic on industries and sources of these impacts. For example, industries with high import dependence could look at alternate sources of supply which can even be domestic in nature</li> <li>• Re-evaluation of consumption dependence on manufacturing could also help in optimization of factors of production</li> <li>• Higher participation in Global Value Chain of high value products which could alleviate risks accrued due to sudden shocks such as the one at hand in future</li> <li>• Diversification of export basket and reduced dependency on the textile &amp; RMG sector; it has already been realized that Bangladesh needs to reduce its disproportionate dependence on this sector, efforts towards achieving the same has also been started which should become more aggressive as the country emerges into the post-COVID era</li> <li>• Most importantly, a gradual shift from labor intensive production processes towards automation could hold the key for a bright future for the country as most developing economies are embracing such technologies to reduce human effort and improve production techniques.</li> </ul>

Source: PwC Research

## 5.5. Regional Assessment

Regional assessment involves assessment of the region surrounding the proposed economic zone on various parameters which can supplement the development of an economic zone. Few of the such parameters are – agricultural and natural resources, human resource profiling in the region, industrial ecosystem in the region, and new key developments planned in the nearby areas.

The region here refers to the area which considers Narayanganj district (district in which a proposed EZ is located), and its nearby districts which can make direct impact on the EZ development. These districts are:

- Dhaka
- Gazipur
- Munshiganj
- Narsinghdi

All the above four districts are part of Dhaka division. This section will attempt to understand the profile of the region and will assess the region for understanding the better industrial mix at the proposed economic zone. Few details about the districts in the influence region are as shown in Table 31:

Table 31: Key details about districts in the influence region

Sr. No	Name of the District	Area in Sq. Km	Population (2020, estimated) in Million	Per Capital GDP (Current USD) #	Average Consumption Expenditure (USD per Capita)
1	Dhaka	1,464	13.36	3,009	1,336
2	Gazipur	1,806	3.77	2,056	1,173
3	Munshiganj	1,004	1.60	1,343	890
4	Narsinghdi	1,150	2.47	1,674	984
5	Narayanganj	684	3.27	2,157	986

#-Estimated for 2018, the country's per capita GDP is for year 2018

Source: Lagging District Survey (LGED), Bangladesh Bureau of Statistics, and World Bank Database

Except Narsinghdi and Munshiganj, rest districts in the influence region are part of the Dhaka urban cluster, and hence are observed to have high population density, high per capita GDP and high average consumption expenditure.

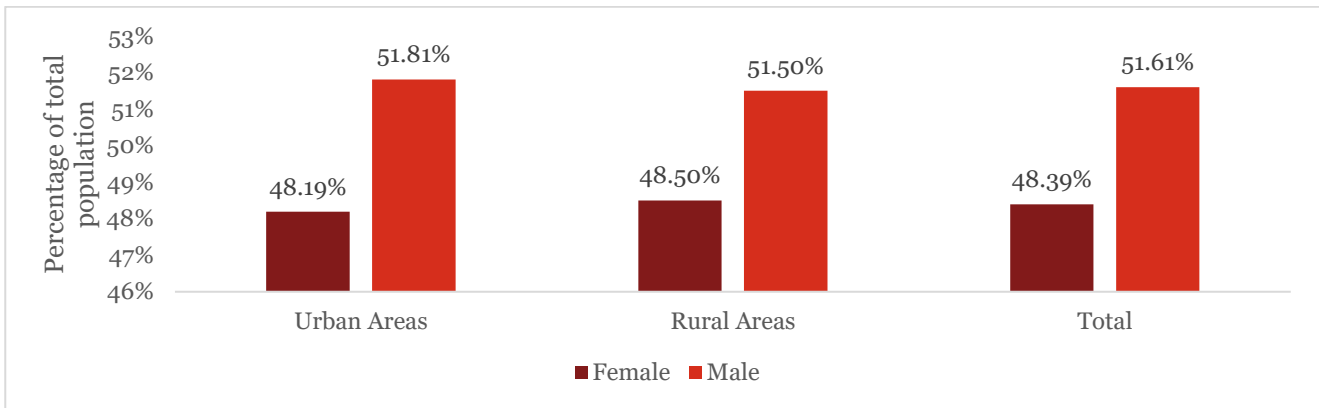
### 5.5.1. Demographics of the Influence Region

Narayanganj district, located in the north of capital city Dhaka and part of the Dhaka division is estimated to have ~3.3 million population in the district by 2020, and its share in the national population is estimated to be little above 2%. The district has almost equitable population of both male and female, and considerable population of the district resides in the rural areas.

Graph depicted in Figure 26 tries to depict the gender wise population distribution in the district.



Figure 26: Gender wise Population Distribution in the District (2020 estimated)



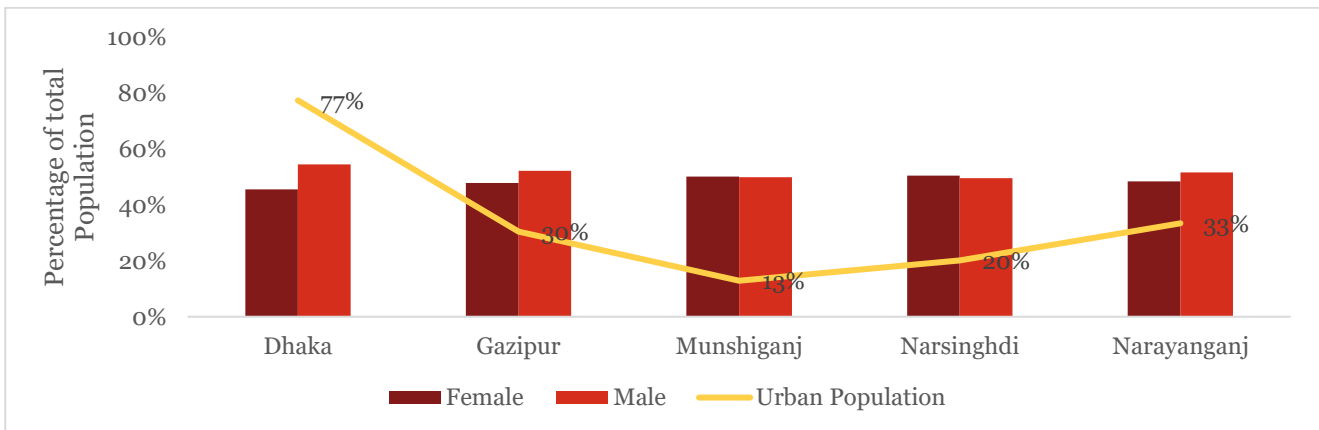
Note: The ratio is calculated on the basis of population estimated for 2020

Source: Population and Housing Census, Bangladesh Bureau of Statistics

It may be noted from Figure 26 that, proportion of male population in the rural as well as urban areas is higher compared to the female population, but the difference is marginal in both the cases.

Graph in Figure 27 depicts the gender wise distribution of population as well as population distribution by urban rural divide for all the districts which are part of the influence area.

Figure 27: Gender wise and Urban-Rural Distribution for Districts in influence region (2020 estimated)



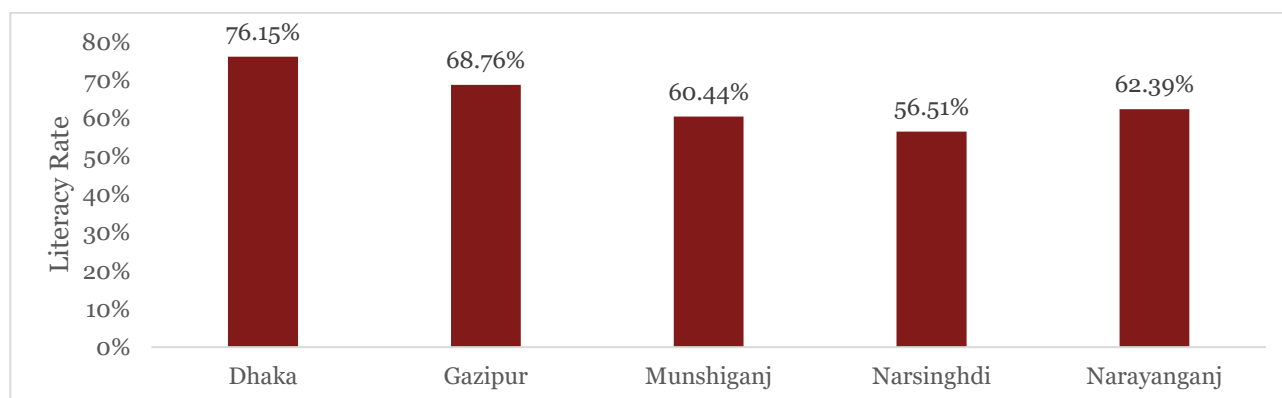
Note: The ratio is calculated on the basis of population estimated for 2020

Source: Population and Housing Census, Bangladesh Bureau of Statistics

It may be noted that, female population is marginally higher than the male population in Munshiganj and Narsinghdi districts (coincidentally districts with low per capita GDP), while for districts such as Dhaka, Narayanganj, and Gazipur having higher male population compared to female (probably due to migration of male workforce in the capital region). But as the influence region has equitable proportion of male as well as female workforce, and hence it is indication of availability of both the types of workforce (male as well as female) for working in industries in the proposed EZ, be that textile & RMG industry where female employees are observed dominating in the country, or heavy industries where male employees are mostly observed.

The quality of manpower is generally determined by literacy rate. The literacy rate of the districts in the influence area is depicted in the Figure 28.

Figure 28: Literacy rate for population in the influence region (2020 estimated)



Note: The numbers are estimated for 2020, on the basis of latest results in 2011 census.

Source: Population and Housing Census, Bangladesh Bureau of Statistics

Dhaka district, the most industrialized district in the country is having the highest literacy rate in the influence region depicting the availability of skilled labor. All the districts, being located to Dhaka city have better literacy rate. Narayanganj district, where the proposed EZ is located, also has literacy rate of ~63%, and hence depiction that educational infrastructure as well as awareness in the district is better than most of the districts in the country, and hence skilled labor won't be a big challenge in the district.

Most of the people residing in Narayanganj district are employed in Manufacturing activities, followed by wholesale and retail trade. This trend depicts the strong presence of manufacturing activities in the district, and is clear indication of availability of industrial ecosystem in the region. Other districts such as Gazipur and Narsinghdi have also considerable population employed in manufacturing activities, while wholesale and retail trade, and other services are the next best employers in the region. The strong presence of manufacturing sector in these districts depicts the existing industrial ecosystem for the proposed economic zone, and hence will help in promoting the development of industries in the proposed EZ.

### Sourcing of Human Resources

It is important to have adequate training and educational infrastructure in the district in order to train the manpower. There are total 128 technical and vocational educational training institutions in the district. The following table depicts the number of TVET institutions in the district, influence region and their distribution as per the type of institutions.

Table 32: TVET Institutes in the influence region

Type of Institute	Narayanganj	Munshiganj	Narsingdi	Dhaka	Gazipur
Polytechnic Institutes	6	1	8	58	12
HSC (Business Management)	6	2	14	51	14
Training Institute (Basic skill development)	77	39	61	721	135
Vocational Secondary Education	3	3	3	37	11
General Secondary School (Attached vocational education)	12	10	16	53	18

Type of Institute	Narayanganj	Munshiganj	Narsingdi	Dhaka	Gazipur
Institute of Medical Technology	3	-	4	86	15
Nursing Institute	-	1	-	40	2
Union Digital Centre (UDC)	17	20	18	47	35
Technical School and College	1	1	1	1	1
Office (Training)	3	12	8	7	6
<b>Total</b>	<b>128</b>	<b>89</b>	<b>133</b>	<b>1,101</b>	<b>249</b>

Source: TVET Institution Census

Apart from Narayanganj, Dhaka district also hosts large number of TVET institutions, as depicted in above table. The TVET institutions offer various trainings such as welding, plumbing, and carpentry, which can be directly used in the industry. These courses help factories in proposed EZ to get workforce, while also offer employment option to the local youth. Industries in the EZ can also collaborate with the TVET institutions for training purposes and new innovative and on demand courses may be started in these TVET institutions through industry-academia collaboration.

The unskilled labor can be easily sourced from the nearby districts, and even districts in the influence region. Generally, in Bangladesh, unskilled labor is not a big challenge, as migration of unskilled labor is quite prevalent and widespread in the country. The only challenge is for skilled or semi-skilled labor, which can also be easily sourced from various TVET institutions in the district, and from other districts in the influence region.

**Influence region has presence of skilled as well as unskilled labor. Hence from the workforce perspective, development of huge set of industries such as Textile & RMG, leather and footwear, pharmaceuticals, non-metallic minerals, electrical and electronics, automotive and transport equipment can be developed efficiently at the proposed EZ.**

## 5.5.2. Access to Natural Resources

Natural resources are essential for the development of manufacturing industry, and hence access to them is one of the major criteria for the assessment of region and industry profile of the industrial hub.

### 5.5.2.1. Agricultural Resources

Narayanganj district has fertile land which can grow various agricultural resources such as vegetables and fruits. Few of the agricultural products produced in the district are mostly distributed to the domestic market, while few of these are also exported to the international market as well. Table 33 given below depicts the list of major crops grown in the influence region.

Table 33: Major crops in the influence region (fruits not included, 2018-19)

Sr. No.	Name of the District	Major Crops
1	Dhaka	Paddy, Wheat, Jute, Tobacco, Potato, Spices and Pulses
2	Gazipur	Paddy, Jute, Pulses, Sugarcane, Palm
3	Narsingdi	Paddy, Wheat, Sugarcane, Ripe Palmyra, Mustard, Onion, Coconut
4	Munshiganj	Potato, Jute, Rice, Betel Leaf, Wheat, Mustard, Lentil, Ground nut, Maize, Tomato

Sr. No.	Name of the District	Major Crops
5	Narayanganj	Paddy, Jute, Coconut, Mustard seeds, Onion and Sugarcane

Source: Agricultural Yearbook 2019, Bangladesh Bureau of Statistics

As depicted in the above table, Narayanganj district is rich with crops such as Paddy, Jute, Coconut, Sugarcane, Onion and Mustard seeds. Table 34 depicts the production of major crops in Narayanganj district.

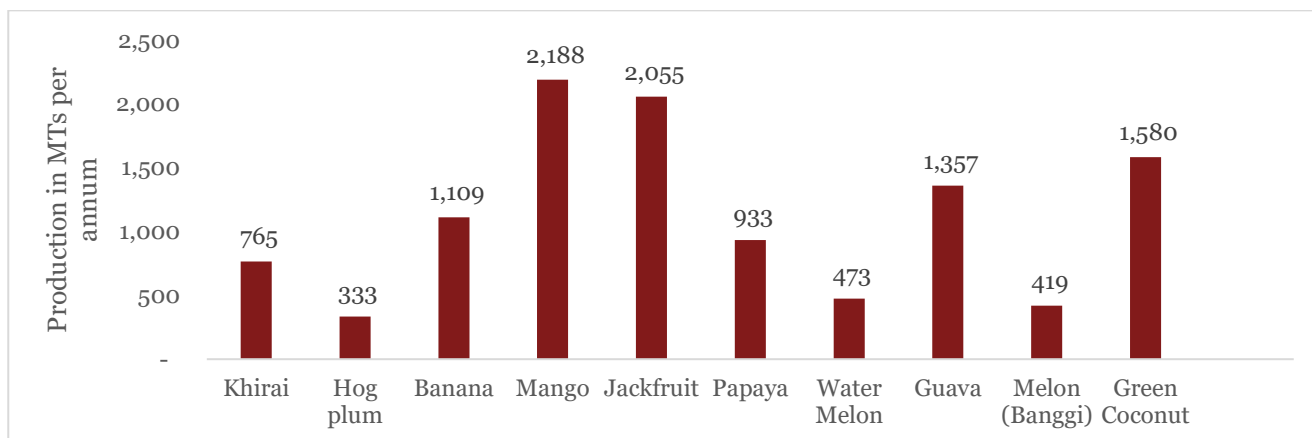
Table 34: Production of major crops in Narayanganj district (2018-19)

Sr. No.	Crop type	Area under cultivation in Acres	Production in MTs
1	Paddy/Rice	47,773 <sup>#</sup>	187,070
2	Jute	448 <sup>#</sup>	4,244 <sup>*</sup>
3	Coconut	46	1,580
4	Mustard	1,816	695
5	Onion	652	1,407
6	Sugarcane	132	707

Source: Agricultural Yearbook 2019, Bangladesh Bureau of Statistics, data is for year 2018-19; <sup>#</sup> in Ha; <sup>\*</sup> in Bales

Apart from the above-mentioned crops, banana, green coconut, mango and jackfruit are the major fruits produced in the region. Production of major fruits in Narayanganj district is depicted in the graph given in Figure 29

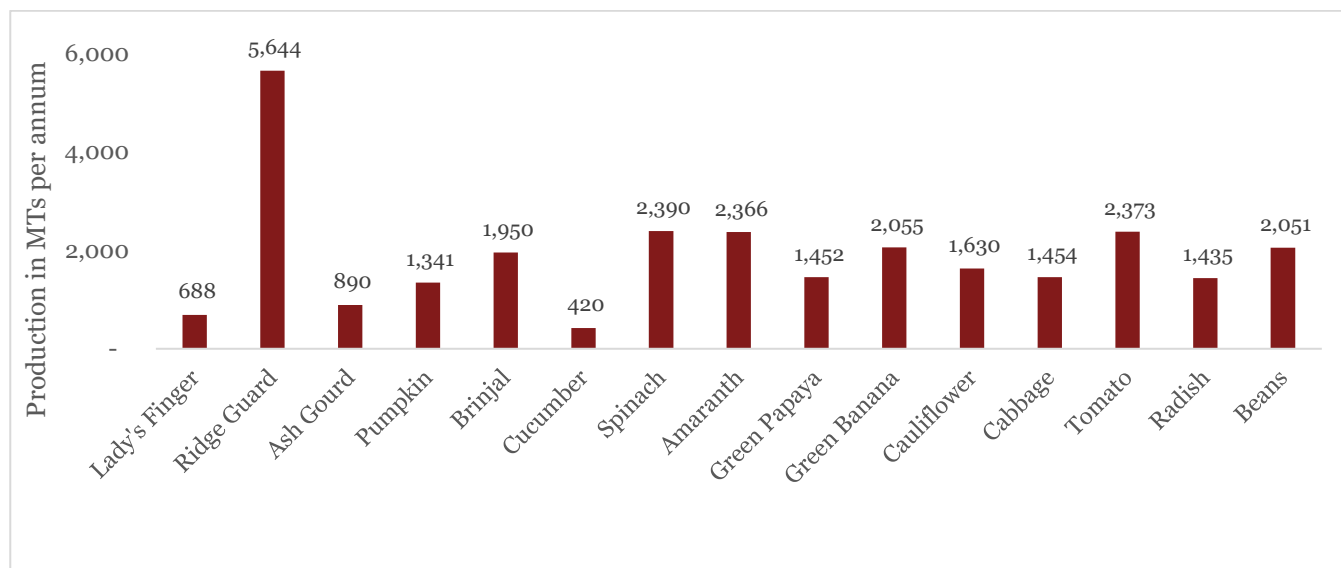
Figure 29: Production of fruits in Narayanganj district (2018-19)



Source: Agricultural Yearbook 2019, Bangladesh Bureau of Statistics, data is for year 2018-19

Similarly, the production of major vegetables in Narayanganj district is depicted in Figure 30.

Figure 30: Production of vegetables in Narayanganj district (2018-19)



Source: Agricultural Yearbook 2019, Bangladesh Bureau of Statistics, data is for year 2018-19

The rich production of vegetables, fruits and other agricultural produces in the district already act as source of input to the food industries in the nearby regions. Apart from the above-mentioned crops, Narayanganj district is famous for the production and export of potatoes. The district produced 76,487 MT of potatoes and 2,056 MT of sweet potatoes during the year 2018-19.

Other districts in the influence region such as Dhaka, Gazipur, Narsinghdi, and Munshiganj are also major producers of potato. Munshiganj witnessed the production of 10,89,112 MT of potatoes in 2018-19, while the same in case of Narsingdi, Dhaka, and Gazipur was 21,630 MT, 46,423 MT, and 2,062 MT respectively.

### 5.5.2.2. Aquaculture Resources

The region is also rich in production of fish. Table 35 given below depicts the production of fish in the influence area.

Table 35: Fish production in the influence area (2018-19)

Name of the District	Annual Catch in Inland Waterbodies (MTs) for 2018	Fish in Meghna, Padma & Brahmaputra (MTs) for 2018	Annual Fish Catch in other Rivers (MTs) for 2018	Annual Fish Catch in Flood Plains (MTs) for 2018	Annual Fish Catch in Ponds (MTs) for 2018
Dhaka	18,643	706	447	4,855	8,045
Gazipur	54,462	-	501	16,796	25,588
Narsingdi	40,501	2,065	509	11,931	21,651
Munshiganj	31,231	2,709	390	12,253	11,092
Narayanganj	18,113	1350	465	1,840	10,861

Source: Agricultural Yearbook 2019, Bangladesh Bureau of Statistics, data is for year 2018-19

The agro and fish based natural resources in the influence region may act as sources of input for the food and agri business industry in the economic zones, as well as industries located outside the district, and south and south east Bangladesh.

### 5.5.2.3. Mineral Resources

Bangladesh is not a mineral rich nation. There are no significant mineral resources in the Narayanganj district. The only resource available in the vicinity of the proposed EZ at Araihasar is a natural gas field present at Kamta (~25 km).

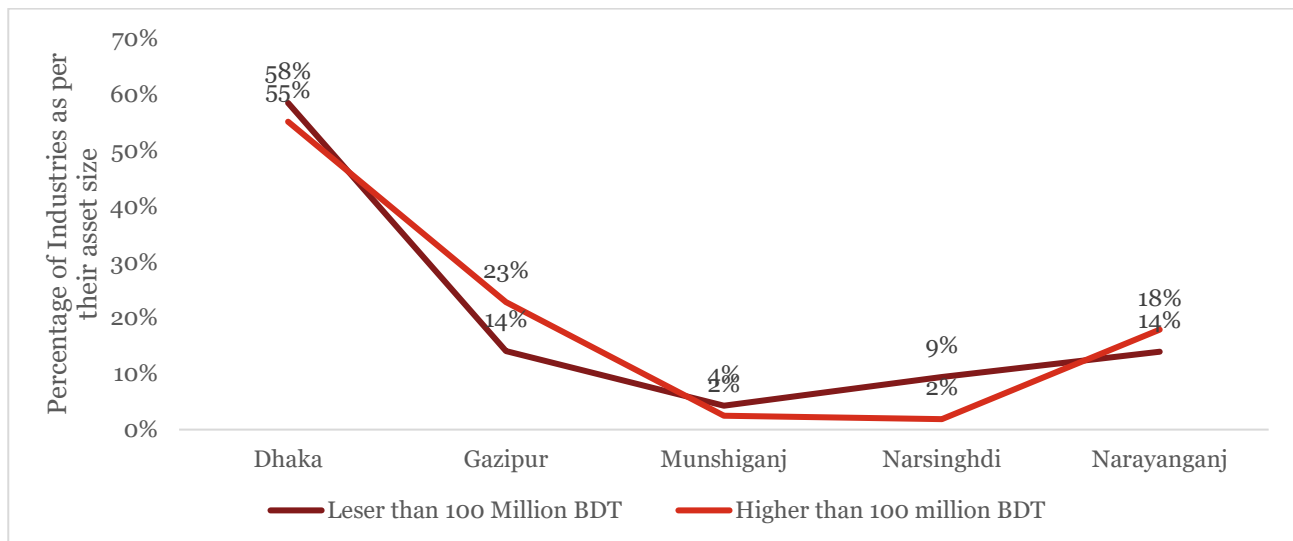
**Development of food and agro processing industry is better posed for development of the proposed economic zone considering the presence of vast natural resources in the region which may act as the sources of input. Non-metallic industry can also be developed in the proposed EZ given the availability of natural gas close to the proposed EZ (at Kamta)**

### 5.5.3. Industrial Ecosystem in the Region

Presence of industrial ecosystem promotes the development of new industries in the region. The existing industrial ecosystem may act as the part of inbound/outbound supply chain of new industries. Presence of industrial ecosystem also ensures the presence of adequate transport and logistics infrastructure, utilities infrastructure, social infrastructure in the region enough for the industry operation.

Most of the establishments in the influence region are small scaled. Graph in Figure 31 depicts the distribution of establishments (district wise) in the influence region.

Figure 31: Distribution of industries as per their asset size (2019 estimated)



Source: Economic Survey, Bangladesh Bureau of Statistics

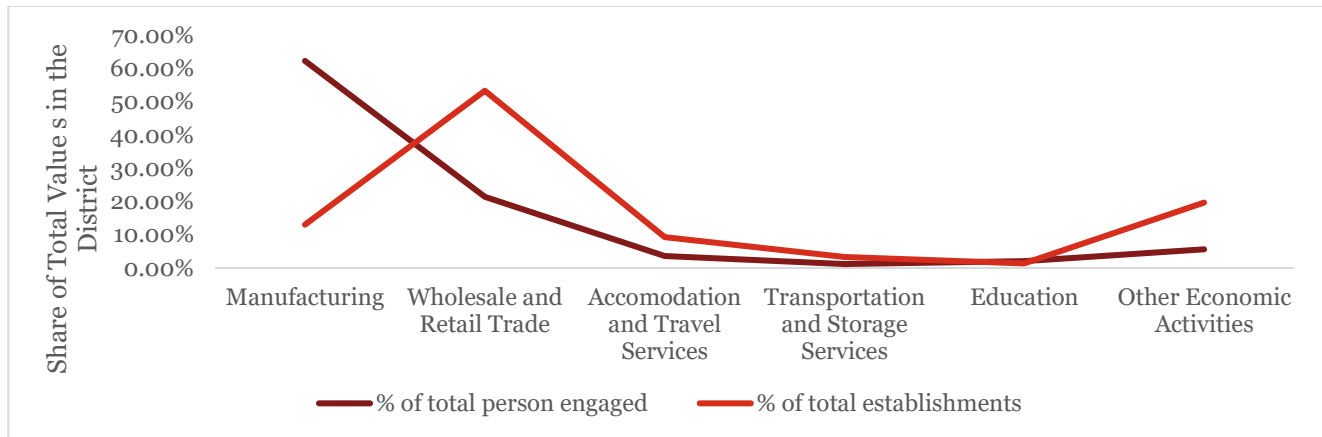
It is easily observable from Figure 31 that, Dhaka district has largest share of establishments with asset size below as well as above 100 million BDT, while Gazipur and Narayanganj are the next two industrialized districts in the influence region.

#### 5.5.3.1. Narayanganj District

Narayanganj district is one of the major industrial hubs in the country with presence of various sectors such as plastic and rubber, Textile & RMG, leather and footwear, furniture, chemicals, steel, Food & Beverages, and agro processing. District is located in the close proximity of capital city Dhaka and is directly connected to Chittagong

Port via Dhaka Chittagong Highway (N1), and hence offers strategic location of industrial production of various export as well as domestic market oriented products. As a result of significant presence of manufacturing sector, significant percentage of people in the district are employed in manufacturing sector, which also has large number of establishments in the district.

Figure 32: Sector wise share of total engaged person and total establishments in the district



Source: Bangladesh Bureau of Statistics

Few major industries in Narayanganj district are depicted in Figure 33.

Figure 33: Major industries in Narayanganj district

Major Industries in Narayanganj District	
<ul style="list-style-type: none"> <li>• RK Group of Industries</li> <li>• Partex Furniture Industries Limited</li> <li>• Papyrus Chemical Industries Limited</li> <li>• Minan Steel Industries</li> <li>• Barnalli Textile and Printing Industries Limited</li> <li>• Sena Edible Oil Industries Limited</li> <li>• Meghna Group of Industries</li> </ul>	<ul style="list-style-type: none"> <li>• Super Crystal Salt Industries</li> <li>• NM Printing and Packaging Industries</li> <li>• Shondesh Chemical Industries</li> <li>• Azad Plastic Industries Limited</li> <li>• Jaantex Industries Limited</li> <li>• SinoBangla Industries Limited</li> <li>• Modele De Capital Industries Limited</li> <li>• Linde Bangladesh</li> </ul>

Source: Google Search

In addition to the standalone factories, Narayanganj district hosts few economic zones, which are depicted in the following table. These economic zones are expected to offer industrial ecosystem for the establishments coming up in the proposed economic zone.

Table 36: Economic Zones in Narayanganj District

Sr. No	Name of the EZ	Government/Private Owned
1	Narayanganj Economic Zone	Government
2	Narayanganj Economic Zone, Sonargaon	Government
3	Araihazar Economic Zone	Government
4	Araihazar Economic Zone – 2	Government
5	Meghna Industrial Economic Zone	Private

Sr. No	Name of the EZ	Government/Private Owned
6	Meghna Economic Zone	Private
7	Aman Economic Zone	Private
8	Sonargoan Economic Zone	Private
9	City Economic Zone	Private

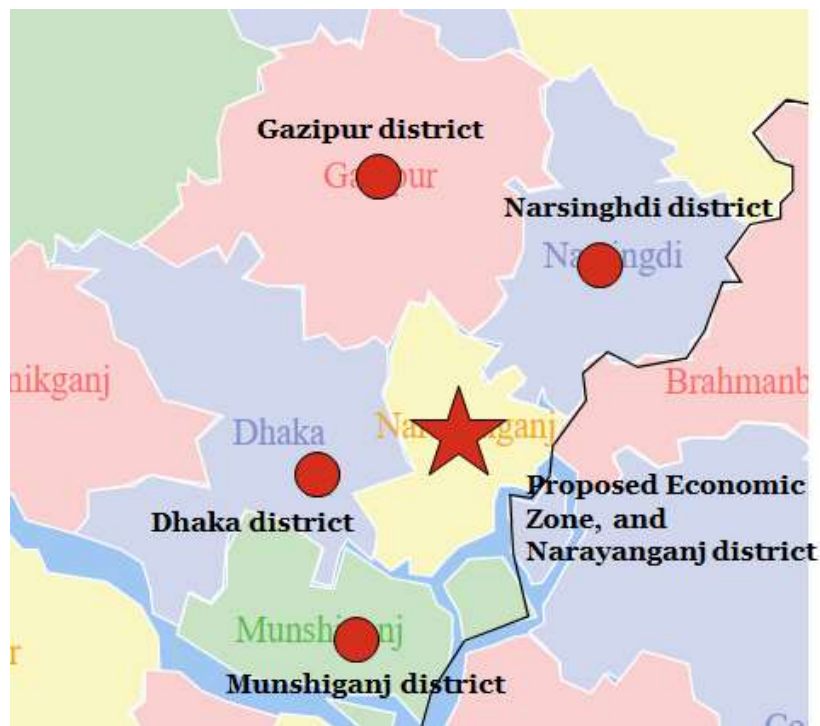
Source: BEZA

Most of the government owned economic zones are either in planning or construction stage, while few of the economic zones in private sector have started operation as well.

### 5.5.3.2. Other Districts in Influence Region

Figure 34 depicts the four districts in the influence region around the proposed EZ. These districts are Gazipur, Narsinghdi, Dhaka and Munshiganj. Industrial ecosystem in these districts is assessed in the next parts of the section here.

Figure 34: Nearby districts to the proposed EZ



Source: PwC Analysis

#### Dhaka District

Dhaka district commercial hub of the country, attracting people from all over Bangladesh, who migrate to Dhaka in search of job and business prospects. Several major industries like textile/ RMG, pharmaceutical, leather, food processing, cement, electrical & electronics, FMCG etc. are located in and around this city.

Few of the observations with respect to the industrial establishments in Dhaka district are as follows:

- Garments factory, Small scale and cottage industries, and wooden furniture are the major industries in terms of number of establishments in Dhaka district with their share in total industrial establishments being ~66% , 18% and 10% respectively.<sup>161</sup>

<sup>161</sup> Bangladesh Bureau of Statistics



- Highest employment is in the garments factory and its backward linkage textile & handloom industry, as well as forward linkage tailoring shops.
- Other industries majorly based on agricultural resources as an input material include Flour mills, Saw mills, Sugar mills, Rice mills, Jute mills and Bakery.

According to the World Trade Organization (WTO), Bangladesh is the second largest apparel exporter in the world, after China. In addition, Bangladesh held on to its status in the world in 2018, accounting for 6.5% share of the market. Almost all top clothing retailers like H&M, Walmart, Zara, Gap, M&S, Tesco, Hugo Boss, Adidas, etc. have been sourcing garments from Bangladesh every year<sup>162</sup>. Manufacturing clusters of textile & RMG are currently concentrated in Dhaka and Chittagong region. Few of the major textile & garment manufacturers in the Dhaka district are depicted in the figure below.

Figure 35: Few major textile manufacturers in Dhaka District



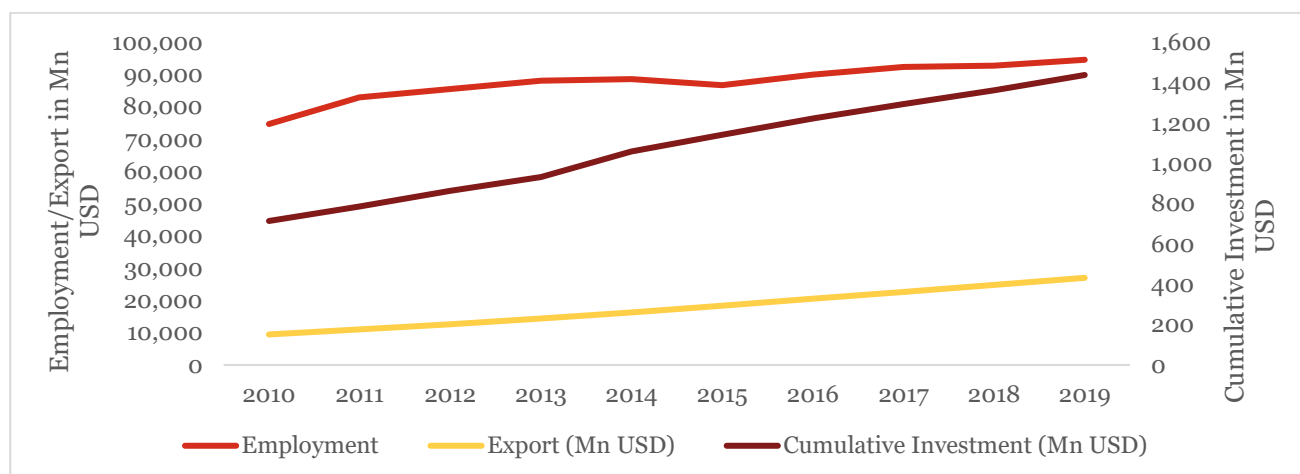
Source: PwC Research

Apart from apparel industries, Dhaka district also sponsors the various industries such as leather and footwear, pharmaceuticals, and nonmetallic minerals. Most of the industries have domestic value chain developed in the district, and being well connected to Chittagong port, import of input materials and export of output materials from the factory is also not a major challenge.

Dhaka district also hosts Dhaka Export Processing Zone (EPZ), one of the few initial industrial zones in the country. Established in 1993, Dhaka EPZ offers total 451 industrial plots, and spans across ~356 acres. It hosts industries such as Textile & garments, metal products, electronics & electrical products, service-oriented industries, leather & footwear. The investment received by Dhaka EPZ in the last 10 years (cumulative) is depicted in the figure below along with the employment offered by the EPZ.

<sup>162</sup> <https://www.textiletoday.com.bd/bd-remains-2nd-largest-rmg-exporter-accounting-6-5-percent/>

Figure 36: Investment, Export and Employment trend at Dhaka EPZ



Source: Bangladesh Export Processing Zone Authority (BEPZA)

Dhaka EPZ has already achieved 100% occupancy and despite this, the EPZ is witnessing additional investment every year. This increasing trend depicts the demand for the industrial land in the district, which proposed economic zone at Araihasar can cater to a certain extent.

Dhaka also hosts few SEZs, few of which are government owned while some are private owned, as depicted in the table below:

Table 37: Economic Zones in Dhaka District

Sr. No	Name of the EZ	Government/Private Owned
1	Dhaka SEZ, Keraniganj	Government
2	Dhaka Economic Zone, Dohar	Government
3	Arisha Economic Zone	Private
4	United City IT Park Ltd	Private
5	Bashundhara Economic Zone	Private
6	East-West Special Economic Zone	Private
7	City Special Economic Zone	Private

Source: BEZA

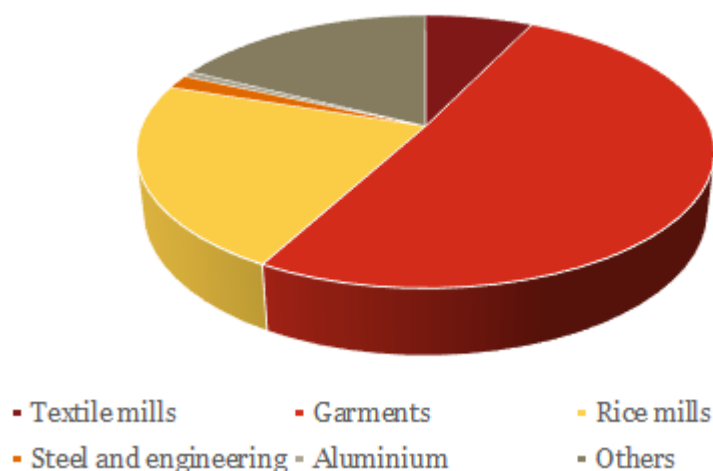
It may be noted from the above table that, only two SEZs in Dhaka district are government owned, while rest are private sector owned. Few of the private sector economic zones are captive economic zones, and are not available for the investors to invest money for land parcels on long term lease. Government owned zones are either in planning or development stage, while private sector zones are either in planning, development or operation stage.

### Gazipur District

Gazipur district is located to the north of capital city, Dhaka. It is a major industrial area with various industries such as Garments, Aluminum factory, Textile mills, Pharmaceutical, Cosmetics, Machine tools, Ceramics, Packaging industry etc. having presence in this district. Many important establishments such as Bangladesh Rice Research Institute (BRRI), Bangladesh Agriculture Research institute (BARI), Seed certifying agency, The Security Printing Corporation etc are located in this district.

Figure 37: Distribution of various industries (as per number of establishments) in Gazipur district

% of total establishments in Gazipur district



Source: Bangladesh Bureau of Statistics

Gazipur district is expected to host Hi-Tech park at Kalaikoir, which is expected to promote the IT industry in the district. This IT industry is likely to provide the industrial ecosystem for the development of technology savvy industries such as electrical and electronics in the proposed economic zone. Additionally, Gazipur has two economic zones – Shreepur Economic Zone (Government) and Bay Economic Zone (Private), both of which are at advance stages of development.

### Munshiganj and Narsinghdi District

Munshiganj is a district in central Bangladesh bordering Dhaka district. Various industries in the district include textile, chemical, garments, cement etc. It also houses several rice mills, flour mills, oil mills and saw mills which can provide a conducive environment for growth of food and agro-based industries in the region. The district also has maximum number of cold storages in Bangladesh, which provide supporting infrastructure for agro and food product industries.

Besides the above-mentioned industries, a private economic zone is also being developed in Munshiganj. This EZ will be spread over 216 acres and is expected to attract both local and foreign manufacturers in sectors like – high value RMG, electronics, food & beverage, plastic, pharmaceuticals and light engineering. Further, the GoB has proposed establishing a 50-acre plastic industrial park, which can accommodate 348 industrial units<sup>163</sup>.

The economic zones in Munshiganj district are depicted in the following table. The government sectors zones are either in planning/development stage, while private sector zones are either planning/development/operation stage:

Table 38: Economic Zones in Munshiganj District

Sr. No	Name of the EZ	Government/Private Owned
1	Gajaria Economic Zone	Government
2	Abdul Monem Economic Zone	Private
3	'Garments Industries Park' proposed by BGMEA	Private
4	Abuk Khair Economic Zone	Private
5	Standard Global Economic Zone	Private
6	Hoshendi Economic Zone	Private
7	Anowara Economic Zone	Private

<sup>163</sup> <http://www.dhakatribune.com/business/2017/02/16/demand-plastic-goods-industrial-park-keraniganj/>

Source: BEZA

Narsinghdi district on the other side hosts most of the industries which are highly dependent on the primary sector for the production. Despite this, Textile & RMG industry is the major industry in the district with presence of players such as Hassan Textile Processing Industries Limited, and Abdullah Dying Industries. The district has also presence of food and agro industries such as MS Organic Food & Beverages Limited, and Al-Momen Agro Industries Limited. District also hosts plastic and rubber industry with presence of Aqua Polymer, FM Plastics, and Pharmatech Polymers. Apart from this, Jute and Cement are other major industries in the district. Narsinghdi district also hosts one private sector economic zone (A.K. Khan and Company Ltd. Economic Zone), which is currently under development stage.



In summary, region offers an industrial ecosystem healthy for development of new industries in the proposed economic zone. All the districts in the influence region are few of the major industrial hubs in the country, and hence the industrial ecosystem in these districts is expected to offer healthy growth opportunities for the new industries coming up in the proposed economic zone. Government of Bangladesh has taken few infrastructure projects in the region, details of which are given in the next section, which can also promote the industrial ecosystem in the region through development of transport and logistics infrastructure, utilities infrastructure and social infrastructure in the region.


**Considering the industrial ecosystem in the region, large bouquet of industries such as food and agro processing, Textile & RMG, leather and footwear, furniture, electrical and electronics, non-metallic, plastic and rubber, light machineries and jute may be promoted in the proposed economic zone.**

### 5.5.3.3. Strategic Assets for the Proposed Economic Zone

Following (Table 39) are some of the key infrastructure development projects that are being undertaken by the GoB towards the overall improvement of socio-economic condition of this region.

Table 39: Key Infrastructure Projects undertaken by GoB in the influence region

Strategic Projects	Project Description	Expected Timeline	Responsible Agency/Firm
 <b>Upgradation of N105</b>	<ul style="list-style-type: none"> <li>Upgrading of Dhaka Bypass (N105) to 4 Lane (Madanpur-Debogam-Bhulta-Joydebpur)</li> </ul>	The projects are under construction stage and is expected to be implemented within the next five years	Ministry of Road Transport and Bridges
 <b>Logistics Projects</b>	<ul style="list-style-type: none"> <li>Construction and Operation of ICD at Khanpur located at ~50 km from the proposed EZ</li> <li>This will help in arranging logistics for industries in proposed EZ</li> </ul>	The project is pending Executive Committee of the National Economic Council clearance and is slated to be	Bangladesh Inland Water Transport Authority

Strategic Projects	Project Description	Expected Timeline	Responsible Agency/Firm
		completed within 2022 <sup>164</sup>	
 <b>Power Projects</b>	<ul style="list-style-type: none"> <li>• Development of 750 MW power plant project at Meghnaghat.</li> <li>• Efforts of Reliance Group from India in collaboration with Japan's energy firm JERA.</li> </ul>	The project is expected to be operational by March 2022	Bangladesh Power Development Board in co-operation with India

### 5.5.4. Summary of Regional Assessment

The above discussions may be summarized as:

#### Demographics of the Influence Region

- For districts except Dhaka in the influence region, most of the population in the influence region resides in the rural region, while the population residing in the urban areas range within ~13% to ~33% among districts in the influence region (except Dhaka where ~77% of the population resides in urban area)
- More than 50% of the population in literate in all the districts, while literacy rate in districts such as Dhaka is estimated to be ~76% (highest in the influence region).
- Large number of people are employed in the manufacturing sector in the influence region, followed by wholesale and retail trade.
- The influence region has abundance supply of unskilled labor, and hence unskilled labor is not a major challenge. Supply of skilled labor isn't also a major challenge, as large number of TVET institutions are available in the influence region. Along with this, Dhaka and other districts in the influence region have better social infrastructure for settling the migrant workforce in them, and hence skilled workforce won't be a bigger challenge for the proposed EZ.

#### Access to Natural Resources

- Narayanganj district, and other districts in influence region are rich in agricultural production, and few of the major crops in the region are – rice, wheat, sugarcane, palmyra, mustard, jute, onion, coconut, and spices. Major fruits produced in the region are – papaya, banana, jackfruit, pineapple, guava and mango. Few major vegetables produced in the region are – potato, cabbage, amaranth, green banana, ridge guard tomato, pumpkin, Brinjal, Radish, and Cauliflower.
- As influence region lies in the river basin, fishing is one of the major livelihoods of the people in the region. The fish production along with agricultural produce may act as input the agro based industries in the region.
- There are no major minerals in the influence region, which may be useful in industrial production. But there is gas field at ~25 km from the proposed EZ in Dhaka district at Kamta.

#### Industrial Ecosystem

<sup>164</sup> <https://tbsnews.net/bangladesh/infrastructure/govt-plans-another-container-terminal-while-pangaon-remains-unused>

- Large number of establishments in the influence region are concentrated in Dhaka district, and large number of them are small sized and having employment strength lesser than five per establishment.
- Dhaka is major industrial hub in the region followed by Narayanganj and Gazipur district. These districts also host various economic zones, few of which are government (planning/development stage), and few private (planning/development/operation stage).
- Gazipur district is also planned to have Hi-Tech park, which is expected to offer industrial ecosystem for the tech savvy industries such as electrical and electronics to the proposed EZ.
- Districts such as Munshiganj and Narsinghdi have limited industrial development compared to rest in the influence region.
- Completion of various planned infrastructure projects is expected to promote the pro-industry environment in the region further.

### ***5.5.5. Initial Shortlist of Industries***

Information from the previous sections provide insights about the pre-requisites of the bucket list of industries, profiling of the region surrounding the proposed EZ in light of economic indicators, natural resources, industrial development, and sourcing of semi-skilled and skilled manpower. This information can be distilled to create a matrix for compatibility mapping.

A compatibility mapping will create an understanding about which industries from among the bucket list of sectors are suitable for the proposed EZ at Araihasar. On basis of this compatibility assessment, a shortlist of industries can be drawn which are most suitable to be developed in the proposed EZ location. This shortlist will contain those specific sectors which are in conformance with the utility, connectivity and other support infrastructure available at the proposed EZ location. This shortlist will further assist in streamlining the primary assessment for which interaction with industry players in the sectors will be required to understand the on-ground perception about the proposed EZ location and whether the shortlisted industries are suitable to be developed in the proposed EZ.

A matrix has been created in the next page, to map requirements of each sector with the supporting Backward & Forward linkages, Factors of Production and other prerequisites available at proposed EZ location.

Table 40: Compatibility Mapping

Sector	Access to Backward and Forward Linkage		Access to Factors of Production							
	Access to Raw Material	Access to Markets	Land Connectivity	Air Connectivity	Water Connectivity	Availability of Power	Availability of Water	Availability of Gas	Availability of manpower	Access to Water Front
<b>Features prevailing at proposed EZ</b>			Easy to access	Multiple modes of transport required	Multiple modes of transport required	Sufficient power available	Water source available	gas pipeline ~15 km	Semi-skilled/ Unskilled available; Inadequate Skilled	Not available immediately (~20 km)
<b>Assessment of pre-requisites of industrial sectors</b>										
Textiles & RMG	Moderately High	Low	Moderately High	Moderately Low	Moderately High	High	Moderate	Low	High	Low
Rationale for rejection	<ul style="list-style-type: none"> <li>This sector requires good access to seaports in order to cater to global markets. Chittagong Port is ~258 km from the proposed EZ. It can be connected to Chittagong port through riverways.</li> </ul>									
	<ul style="list-style-type: none"> <li>This is an export-oriented industry, with already a high global market share. The proposed EZ is very distant from all the key trade gateways of Bangladesh.</li> </ul>									
	<ul style="list-style-type: none"> <li>Raw material availability and connectivity to land are factors which limit the potential of the sector</li> </ul>									
	<ul style="list-style-type: none"> <li>Moreover, this sector already has huge competition with most of the investment focusing on this sector in the past which has reduced profit margins for unit holders</li> </ul>									
<ul style="list-style-type: none"> <li>Hence this industry is not recommended at the EZ</li> </ul>										
<b>Food &amp; Beverages</b>	High	High	Moderately High	Moderate	Moderately High	Moderate	Moderate	Moderate	Moderate	Moderately Low
Rationale for selection	<input type="checkbox"/> The nearby region of the proposed EZ has significant agricultural production. Also, region has fish production due to proximity to Meghna river									
	<input type="checkbox"/> The proposed EZ has direct access to the domestic markets due to close proximity to Dhaka									

Sector	Access to Backward and Forward Linkage		Access to Factors of Production							
	Access to Raw Material	Access to Markets	Land Connectivity	Air Connectivity	Water Connectivity	Availability of Power	Availability of Water	Availability of Gas	Availability of manpower	Access to Water Front
<b>Features prevailing at proposed EZ</b>			Easy to access	Multiple modes of transport required	Multiple modes of transport required	Sufficient power available	Water source available	gas pipeline ~15 km	Semi-skilled/ Unskilled available; Inadequate Skilled	Not available immediately (~20 km)
Also, water the main ingredient required for this industry is readily available as the proposed EZ is adjacent to Meghna river										
<input type="checkbox"/> Hence, this industry is recommended										
Agro Based Products	High	High	Moderately High	Moderately Low	Moderate	Moderate	Moderate	Moderately Low	Moderately High	Moderate
Rationale for rejection	The nearby region of the proposed EZ is not agrarian region, and hence does not have significant agricultural production. Also region does not have significant fish production.									
	<input type="checkbox"/> Even though the proposed EZ is located in close proximity to Dhaka, capital city. The proposed EZ lacks direct road connectivity.									
	· Hence this industry is not recommended at the EZ									
<b>Leather and Leather Products</b>	Moderately Low	Moderate	Moderately High	Low	Moderately High	Moderately Low	Moderately High	Moderately Low	Moderately High	Low
Rationale for selection	<input type="checkbox"/> Most of the tanneries are located in Dhaka region. Close proximity of the proposed EZ from Dhaka will help to procure hides and processed leather from the tanneries and leather factories in the city									
	<input type="checkbox"/> This sector requires skilled labor, with specialized skills in leather article manufacturing. Currently, skilled people are concentrated in Dhaka and Chittagong region.									



Sector	Access to Backward and Forward Linkage		Access to Factors of Production							
	Access to Raw Material	Access to Markets	Land Connectivity	Air Connectivity	Water Connectivity	Availability of Power	Availability of Water	Availability of Gas	Availability of manpower	Access to Water Front
<b>Features prevailing at proposed EZ</b>			Easy to access	Multiple modes of transport required	Multiple modes of transport required	Sufficient power available	Water source available	gas pipeline ~15 km	Semi-skilled/ Unskilled available; Inadequate Skilled	Not available immediately (~20 km)
	<input type="checkbox"/> Leather industry is one of the major export-oriented industry. Export of the products is possible via Chittagong Port, as the port is connected via a network of national highways from the EZ <input type="checkbox"/> The essential raw materials other than hides such as plastic, rubber, chemicals, and petroleum products can be easily procured, as the proposed EZ is located close to Dhaka <input type="checkbox"/> There is adequate cattle population in the nearby region, which can act as a source of hides. Also, other input industries have some presence in capital city of Dhaka.									
Plastic and Rubber	Low	Moderately High	Moderate	Low	Moderately Low	Moderate	Moderate	Moderately High	Moderately High	Low
Rationale for rejection	<input type="checkbox"/> This sector is highly dependent on import of raw material plastic beads, resin etc. for their production. Also it requires input from petrochemical industry, and polymer industry. These things need to be imported via Chittagong port. Chittagong port is at a distance of 258 km which would increase the logistics cost <input type="checkbox"/> Raw natural rubber is produced in the region such as Bandarban hills in south east Bangladesh, Sylhet in north east Bangladesh and Madhabpur located in the south west of Mymensingh. As the proposed EZ is relatively far from these locations, it would pose a challenge in procuring the raw materials from these regions <input type="checkbox"/> Hence this industry is not recommended									
<b>Paper and Packaging</b>	Low	High	Moderate	Low	Moderately Low	High	High	Moderate	Low	Low
Rationale for selection	<input type="checkbox"/> This sector is dependent on import of raw material like pulp, fiber and chemicals and on the end use markets in the vicinity.									

Sector	Access to Backward and Forward Linkage		Access to Factors of Production							
	Access to Raw Material	Access to Markets	Land Connectivity	Air Connectivity	Water Connectivity	Availability of Power	Availability of Water	Availability of Gas	Availability of manpower	Access to Water Front
<b>Features prevailing at proposed EZ</b>			Easy to access	Multiple modes of transport required	Multiple modes of transport required	Sufficient power available	Water source available	gas pipeline ~15 km	Semi-skilled/ Unskilled available; Inadequate Skilled	Not available immediately (~20 km)
	<input type="checkbox"/> This sector will be more suitable if it located near Chittagong port or Dhaka-Chittagong highway, from where it can have easy access to imported raw material									
	<input type="checkbox"/> It also has a moderate requirement of gas, which is used as fuel during preparation of paper products.									
	<input type="checkbox"/> This sector mainly caters to domestic demand, industries engaged in this sector would perform well if they are located in between Dhaka-Chittagong region, where there is high demand for paper and packaging products as well as having availability of gas pipeline									
	<input type="checkbox"/> With the future development in industrial infrastructure, and transport and logistics infrastructure, industries are expected to come up in northern and north eastern Bangladesh region. With the industrial development, paper and packaging industry demand is expected to rise									
<b>Chemicals</b>	Moderate	High	Moderate	Moderate	Moderately High	High	High	Moderate	Low	Moderately High
Rationale for selection	<input type="checkbox"/> Petroleum products are major input for chemical industry, and petroleum products produced in the eastern refinery can supply the required petroleum products to the chemical factories in EZ									
	<input type="checkbox"/> Adhesives, paints and varnishes cater to domestic market, these industries will flourish at these location, as they will have access to the markets such as Dhaka, Chittagong, and north, west, and north east Bangladesh									
	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Utilities such as power, gas and water can be made available at the proposed EZ.									
	<input type="checkbox"/> Required input materials for chemical industry can also be procured from international markets and imported via Chittagong Port									
	<input type="checkbox"/> Chemical products can also be exported to the international market via Chittagong Port, and also to the north east Indian market via Akhaura and Bibirbazar land ports.									

Sector	Access to Backward and Forward Linkage		Access to Factors of Production							
	Access to Raw Material	Access to Markets	Land Connectivity	Air Connectivity	Water Connectivity	Availability of Power	Availability of Water	Availability of Gas	Availability of manpower	Access to Water Front
<b>Features prevailing at proposed EZ</b>			Easy to access	Multiple modes of transport required	Multiple modes of transport required	Sufficient power available	Water source available	gas pipeline ~15 km	Semi-skilled/ Unskilled available; Inadequate Skilled	Not available immediately (~20 km)
<b>Non-Metallic Minerals</b>	Low	Moderately High	Moderate	Low	High	High	Low	High	High	High
Rationale for selection	<input type="checkbox"/> Non-metallic minerals involve manufacturing of cement, ceramics, glass etc. The input materials such as sand, clay and limestone are essential for the development of these industries.									
	<input type="checkbox"/> For manufacturing of cement, the basic prerequisite is to have a waterfront access, since all clinker in Bangladesh is currently imported through sea. The propose EZ is adjacent to Meghna river and has direct waterfront access.									
	<input type="checkbox"/> The required non-metallic products can be competitively imported by the consumers and businesses located in Dhaka region, which increases the competition for the domestically produced products.									
	<input type="checkbox"/> Hence, Non-metallic industry is feasible at the proposed EZ									
Automobile and Accessories	Low	Moderately High	Moderate	Moderately Low	Moderately Low	Moderate	Low	Moderately Low	Moderately High	Low
Rationale for rejection	<input type="checkbox"/> Automobile manufacturing in Bangladesh is highly import dependent									
	<input type="checkbox"/> CKD units are brought through Benapole or Chittagong port and assembled in the country									
	<input type="checkbox"/> Manufacturing in this sector is automated and there is high dependency on skilled manpower like engineers									

Sector	Access to Backward and Forward Linkage		Access to Factors of Production							
	Access to Raw Material	Access to Markets	Land Connectivity	Air Connectivity	Water Connectivity	Availability of Power	Availability of Water	Availability of Gas	Availability of manpower	Access to Water Front
<b>Features prevailing at proposed EZ</b>			Easy to access	Multiple modes of transport required	Multiple modes of transport required	Sufficient power available	Water source available	gas pipeline ~15 km	Semi-skilled/ Unskilled available; Inadequate Skilled	Not available immediately (~20 km)
	<input type="checkbox"/> The proposed EZ being in proximity of Dhaka city, has good concentration of skilled workforce.									
	<input type="checkbox"/> Small land parcel of proposed EZ might hinder development of automobile cluster									
	<input type="checkbox"/> Inputs need to be imported via Chittagong Port, Chittagong port is 258km from the proposed EZ which will increase the logistics cost									
<b>Heavy Machinery, Iron, Steel and Metal</b>	Low	Moderately High	Moderate	Low	High	High	Moderate	High	High	High
Rationale for selection	<input type="checkbox"/> Bangladesh is highly import dependent for this sector, with majority of import coming through Chittagong Port. Scrap is the major raw material imported or obtained from ship breaking. Scrap can be transported from coastal region to the EZ location via IWT network, as EZ has access to waterfront.									
	<input type="checkbox"/> This sector requires large quantities of power and fuel, both are available in the near vicinity.									
	<input type="checkbox"/> The proposed EZ being located close to the Dhaka city, it has some skilled labor to work in this industry. There are some training institutes and engineering colleges which can provide trained workforce in future.									
	<input type="checkbox"/> The produced machineries can serve various industries in domestic market, and hence decrease the import of heavy machineries in the country.									

Sector	Access to Backward and Forward Linkage		Access to Factors of Production							
	Access to Raw Material	Access to Markets	Land Connectivity	Air Connectivity	Water Connectivity	Availability of Power	Availability of Water	Availability of Gas	Availability of manpower	Access to Water Front
<b>Features prevailing at proposed EZ</b>			Easy to access	Multiple modes of transport required	Multiple modes of transport required	Sufficient power available	Water source available	gas pipeline ~15 km	Semi-skilled/ Unskilled available; Inadequate Skilled	Not available immediately (~20 km)
	<input type="checkbox"/> Post the development of this sector in the country, Bangladesh can also export this machineries to the international market in low cost due to cheap labor in the country.									
Electrical and Electronics	Low	Moderately High	Moderately High	Moderately Low	Moderately Low	Low	Low	Low	Moderate	Low
Rationale for rejection	<input type="checkbox"/> Bangladesh currently performs assembly of all electronic items									
	<input type="checkbox"/> These items are imported from different countries in individual units and assembled in workshops									
	<input type="checkbox"/> Proposed EZ is in close proximity to Dhaka, but doesn't have direct road connectivity to other parts of Bangladesh.									
	<input type="checkbox"/> Hence, this industry is not recommended.									
Ship Building and Ship Breaking	Low	Moderate	Moderately Low	Low	High	High	Low	Moderately High	High	High
Rationale for rejection	<input type="checkbox"/> Access to immediate water front is mandatory for setting up of this sector									

Sector	Access to Backward and Forward Linkage		Access to Factors of Production							
	Access to Raw Material	Access to Markets	Land Connectivity	Air Connectivity	Water Connectivity	Availability of Power	Availability of Water	Availability of Gas	Availability of manpower	Access to Water Front
<b>Features prevailing at proposed EZ</b>			Easy to access	Multiple modes of transport required	Multiple modes of transport required	Sufficient power available	Water source available	gas pipeline ~15 km	Semi-skilled/ Unskilled available; Inadequate Skilled	Not available immediately (~20 km)
	<input type="checkbox"/> Proposed EZ does not have skilled manpower in the ship breaking/ ship building sector									
	<input type="checkbox"/> Proposed EZ presently not suitable for setting of industries in this sector									
Petroleum Products (including Bottling)	Low	Moderately High	Moderate	Low	High	High	Low	Moderate	Moderate	High
Rationale for rejection	<input type="checkbox"/> Bangladesh is currently dependent on import of petroleum products via large sea faring tankers									
	<input type="checkbox"/> Proposed EZ is located at a distance of 258 km from the Chittagong port									
	<input type="checkbox"/> Required imported crude oil if transported from Chittagong Port to the factory location in oil tankers (via IWT) and then via Pipeline will result in higher logistics cost. The closest river port Narayanganj is ~53km.									
	<input type="checkbox"/> Sectors prerequisites are not met, hence this sector is not recommended at the proposed EZ.									
<b>Pharmaceuticals</b>	Moderately Low	High	Moderate	Moderately High	Moderately High	High	High	Moderately High	High	Moderate
Rationale for selection	<input type="checkbox"/> This sector is dependent of availability of skilled employees									

Sector	Access to Backward and Forward Linkage		Access to Factors of Production							
	Access to Raw Material	Access to Markets	Land Connectivity	Air Connectivity	Water Connectivity	Availability of Power	Availability of Water	Availability of Gas	Availability of manpower	Access to Water Front
<b>Features prevailing at proposed EZ</b>			Easy to access	Multiple modes of transport required	Multiple modes of transport required	Sufficient power available	Water source available	gas pipeline ~15 km	Semi-skilled/ Unskilled available; Inadequate Skilled	Not available immediately (~20 km)
	<input type="checkbox"/> Development of API park in Munshiganj will create a hub for raw material needed in pharmaceutical industry, which can be easily procured by pharma firms in EZ									
	<input type="checkbox"/> Produced pharmaceutical products can be distributed in the domestic markets (Dhaka, and Chittagong).									
	<input type="checkbox"/> Pharmaceutical products can be competitively exported to the undeveloped and some developing nations using air transport via Dhaka International Airport									
	<input type="checkbox"/> Pharmaceutical products can also be exported to north east India (Tripura state) via Akhaura and Bibirbazar land port									
<b>Light Machinery, Equipment and Furniture</b>	Moderately High	High	Moderately High	Moderately Low	Low	Moderately Low	Moderate	Moderate	Moderate	Low
Rationale for selection	<input type="checkbox"/> The forest cover is decreasing in Bangladesh, and procurement of wood from the domestic market will be tough									
	<input type="checkbox"/> For the development of machineries and equipment domestically, inputs from various other industries such as metals, non-metals, plastic and rubber, and electrical and electronics are essential. Being located in proximity of Dhaka, these industries can be easily accessed for input materials									
	<input type="checkbox"/> Light engineering also includes manufacturing of spare parts and equipment, market for which is majorly included in Dhaka and Chittagong									

Sector	Access to Backward and Forward Linkage		Access to Factors of Production							
	Access to Raw Material	Access to Markets	Land Connectivity	Air Connectivity	Water Connectivity	Availability of Power	Availability of Water	Availability of Gas	Availability of manpower	Access to Water Front
<b>Features prevailing at proposed EZ</b>			Easy to access	Multiple modes of transport required	Multiple modes of transport required	Sufficient power available	Water source available	gas pipeline ~15 km	Semi-skilled/ Unskilled available; Inadequate Skilled	Not available immediately (~20 km)
		<input type="checkbox"/> Utilities such as power, gas and water can be made available at the proposed EZ.								
		<input type="checkbox"/> Water front is available adjacent to the proposed EZ, and which can be used effectively for IWT transportation from Chittagong port to the proposed EZ and back effectively for import export related activities for the industry								

Source: PwC Analysis

Based on the analysis done, an initial shortlist of eight sectors were created from the bucket list of 15 sectors. These shortlisted sectors were found to be most suitable for the proposed EZ due to the compatibility of their forward and backward linkages, access to factors of production and growth prospects in Bangladesh. The shortlisted sectors are – 1) Pharmaceuticals, 2) Heavy Machinery (Iron and steel and metals), 3) Leather and leather products, 4) Chemicals, 5) Light Machinery and Equipment (including furniture), 6) Food & Beverages, 7) Non-metallic minerals (Ceramics) 8) Paper and Packaging

***Step-wise approach brings out the initial shortlist of eight industrial sectors. Next section captures voice on ground to arrive at the final shortlist of industrial sectors suitable for the proposed EZ***



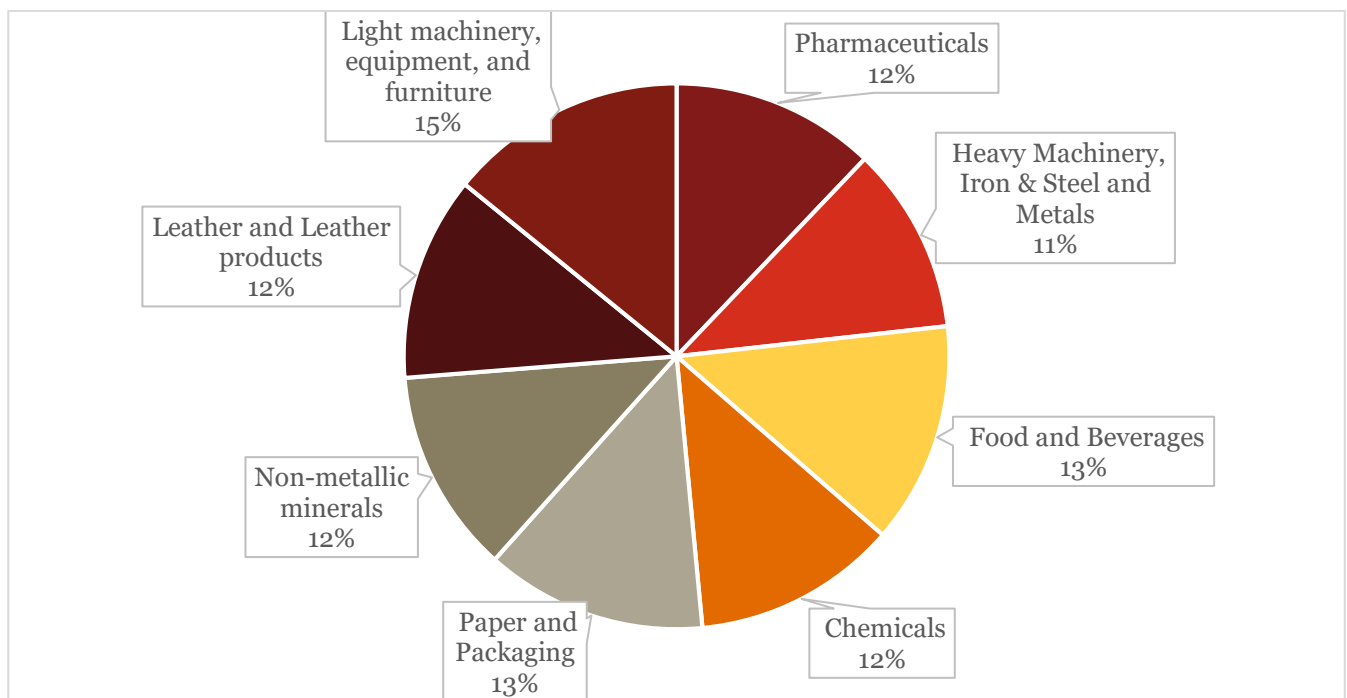
## 5.6. Analysis of Survey Results

Former sections delve into assessment of initial shortlist of industries based on top-down approach based on secondary research and insights obtained through interactions with various govt. departments and data collected from various sources during the site visit. This section delves into primary stakeholder consultations among industrial players within the country and from overseas. A total of 134 respondents from were interviewed (out of which 103 are Bangladeshi and rest are foreign) to validate the hypothesis formed during the top-down approach. A questionnaire (which was formed by leveraging our experience in line with the ToR) was used as an instrument to undertake this primary survey.

### 5.6.1. Profile of the Respondents

Respondents of this survey were selected from the eight sectors shortlisted for the proposed EZ as per the analysis undertaken in the former sections. As per the ToR, at least 10 local respondents and 3-4 foreign respondents were surveyed. While the local respondents were interviewed physically, the foreign respondents were interviewed through telecom and video conference. Local respondents are based out of various locations of the country (such as Narayanganj, Dhaka and Gazipur).

Figure 38: Profile of the Respondents



Source: Primary Survey and PwC Analysis

The participants in the stakeholder consultations belonged to diverse set of industries, as indicated in the figure above. The final shortlist of industries was prepared after taking into consideration the responses received through these stakeholder consultations.

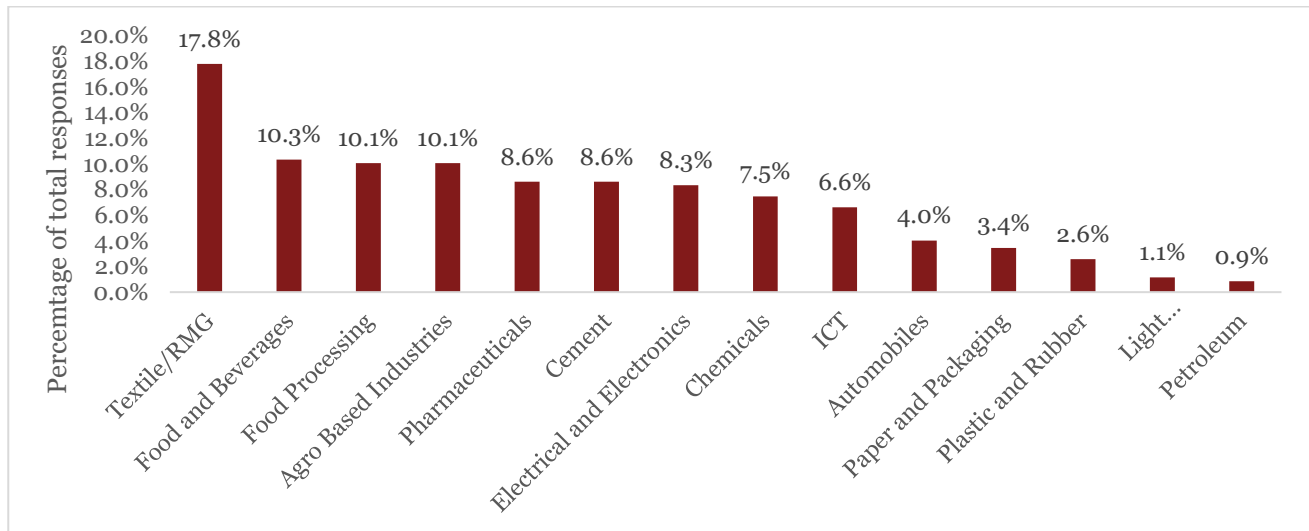
It is to be noted that the output of the primary survey is dependent on the sample size. If the sample size is changed, the output may change accordingly. The results obtained in this analysis may also vary during on-ground implementation of the project.

In the following various inputs would be analyzed as depicted in the primary survey.

## 5.6.2. Industry Trends in the Region

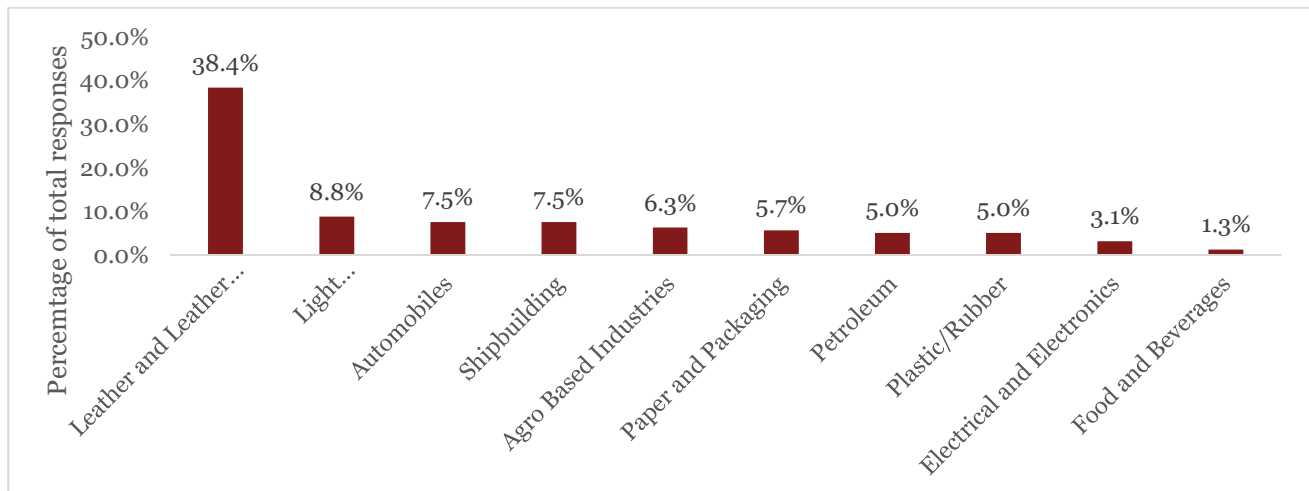
In order to understand the growth prospects of the industrial sectors in the region, the respondents were asked to specify the industries which have witnessed growth in the region and the industries which have relatively declined in the region.

Figure 39: Responses depicting growth



Source: Primary Survey

Figure 40: Responses depicting decline



Source: Primary Survey

Manufacturers from sectors like **Leather and Leather products, Light Machinery, Equipment and Furniture, Automobiles, and Shipbuilding/Shipbreaking** have majorly expressed negative opinion about growth prospects of their sector in the region of proposed EZ.

However, manufacturers from **Textile & RMG, Food & Beverages, Food processing, Agro based, and Pharmaceuticals** have majorly evinced positive interest about the growth prospects of their sectors in the region of the proposed EZ.

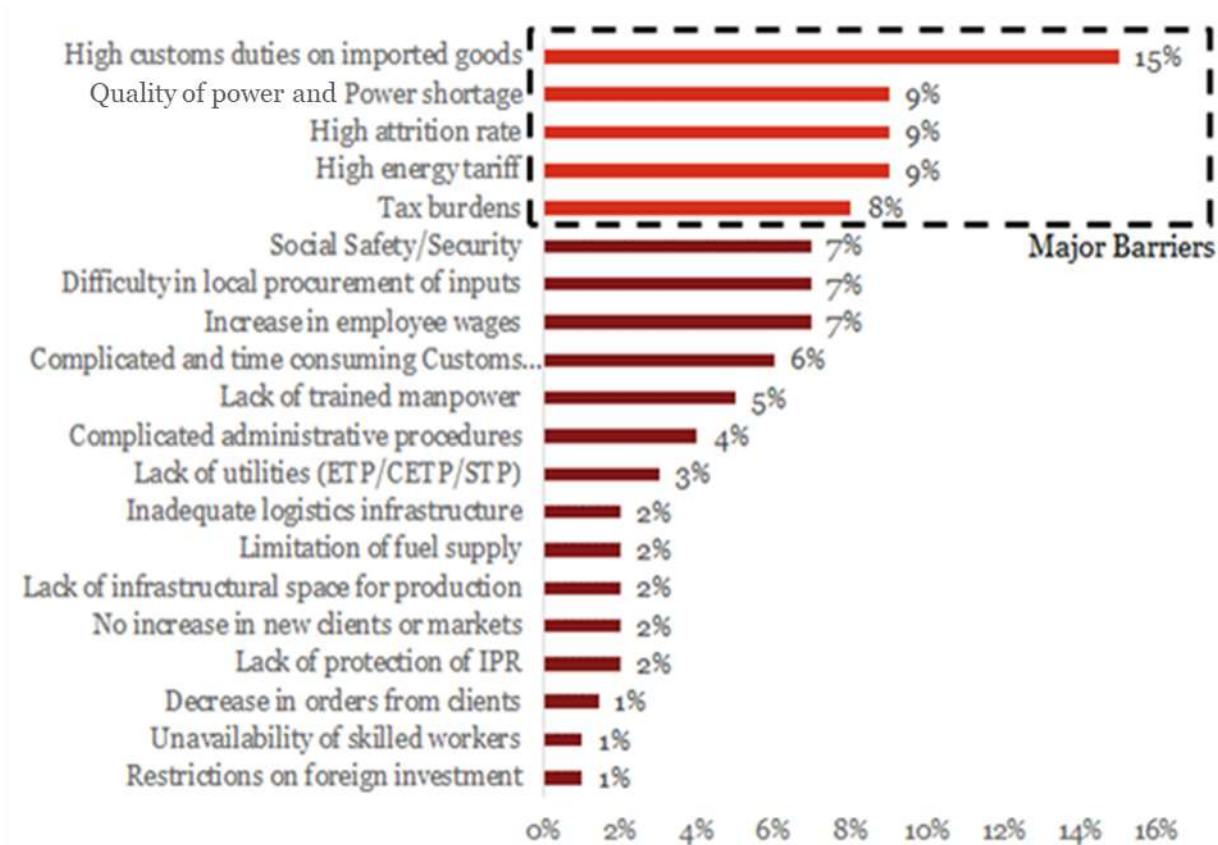
### 5.6.3. Barriers to Investment

During the stakeholder consultation exercise, the respondents were asked about the current challenges faced by them in running business in Bangladesh and barriers to investment, specific to the EZ area. The responses received can be broken up into 3 parts – Bangladesh specific, sector specific and site specific.

#### 5.6.3.1. Bangladesh Specific Barriers

Most of the respondents surveyed were optimistic about the Bangladesh’s economy and expressed their satisfaction about the country’s growth. However, country specific hindrances to growth and investment mentioned by the respondents had resonance across the sectors. Subsequent figure captures the barriers to investment as mentioned by the respondents.

Figure 41: Barriers to Investment in Bangladesh



Source: Primary Survey, The participants in the stakeholder consultations belonged to diverse set of industries, which are shortlisted specific to the proposed EZ.

Common problems faced by the manufacturers in running a business in the country (across industrial sectors) are listed in the following across two categories (major and minor). Table 41 below depicts few of the above-mentioned common problems faced by manufacturers in running a business in a country.

Table 41: Few major common problems faced by businesses in the country

Problem Name	Details
High customs duties on imported capital goods and intermediary goods	Manufacturing sector in Bangladesh is dependent on import of raw materials for their production to take place. All the investors surveyed expressed discontent regarding the high customs duties on imported capital goods and intermediary

Problem Name	Details
	goods. Import duty on goods are levied on basis of their HS codes. Respondents claimed that custom officials suddenly charge higher import duty on items of regular import, by changing the applicable HS code under which the item is covered. This results in extra hassle for the importers as they need to visit customs law office to get the goods cleared and get clarity on applicable HS code. Sudden changes in the rate of applicable import duty creates uncertainty among the manufacturers as it causes delay in access to raw material and also makes it difficult to accurately predict costing of the manufactured goods.
Quality of power and power shortage	Investors surveyed in located in remote location expressed discontent with power availability and quality of power such as Voltage fluctuation. Many complained about the 3-4-hour power outages suffered on a daily basis, which had affected the capacity utilization of existing machineries. Among the respondents surveyed in remote location, 50% had to decide for their own source of power, which was either diesel or gas operated.
High Utility/Energy tariff	Few of the respondents expressed their dissatisfaction regarding the high utility tariffs such as electricity, water etc.
Low rate of worker's retention	The main concern for manufacturers was the low rate of worker's retention in the industries. Respondents have mentioned the low rate of worker's retention in the manufacturing industry which is major hindrance for investment
Tax burdens	During the stakeholder consultation exercise, most of the respondents expressed disappointment on the corporate taxes and transfer pricing taxes levied on them. This is a major hindrance to investment in Bangladesh.

Apart from the abovementioned barriers, few other barriers which investors or industrialists face are – lack of social security, limited skilled labor, difficulty in local procurement of input materials, and unavailability of utilities in adequate and seamless form.

### 5.6.3.2. Sector Specific Barriers

The respondents were also asked questions about their sectors in which they are operating to understand the challenges they are facing in their sector, which is hindering their current business operations and affecting the growth/expansion plans. The problems specific to each sector are listed below –

Table 42: Industry specific barriers as expressed by the respondents

Industrial Sectors	Site specific barriers
Pharmaceuticals	Respondents in this sector wanted GoB to reduce import duties on raw materials required to produce APIs in Bangladesh. Another challenge facing the pharmaceutical industry was GoB's prohibition in advertising of their products. This policy has resulted in certain pharmaceutical companies to adopt unethical practices of influencing doctors so as to get them to prescribe specific medicines.
Light Machinery, Equipment and Furniture	Respondents are concerned about rising competition in the sector which has been affecting their profitability and high dependence on import of steel and iron products prevented them from manufacturing goods at competitive rates.
Chemicals	This sector is mostly import dependent for its raw material. Respondents faced issues due to uncertainty with HS codes of the items of import and unpredictable

Industrial Sectors	Site specific barriers
	rate of taxes being levied. Fertilizer manufacturers have robust demand in the country; however, lack of power and gas is hindering their production capacity.
Food & Beverages	Major challenge that industry players faced in this sector was from the unorganized and small-scale industries, which had localized operations and had a cost advantage over the organized sector through evasion of taxes.
Non-Metallic Minerals	Respondents from this sector raised their concerns about high reliability on imports, this sector is dependent on global price markets as any fluctuations due to geo-political or economic issues impact prices in this sector. Moreover, cement manufacturers were concerned with over capacity of cement production in Bangladesh, resulting in shrinking profit margins and price wars.
Heavy Machinery, Iron and Steel	Manufacturers in this sector highlighted challenges related to raw material, tax structure and port congestion. Due to lack of iron ore deposits in Bangladesh, currently steel and iron manufacturers import scrap iron or billets for manufacturing of steel products. Unavailability of raw material forces Bangladesh to produce either steel billets or scrap steel. GoB has imposed a higher tax on import of billet in order to promote domestic manufacturing resulting in adverse effect on smaller players. Some steel and aluminum manufacturers also mentioned that were not able to utilize their full capacity due to lack of proper gas supply.
Leather and Leather products	Manufacturers involved in finished goods have expressed their inability to provide high quality leather products required by western customers due lack of technical skills and technical know-how among the laborers.
Paper and Packaging	Respondents in this sector did not highlight any major challenges which were specific to their sectors.

Source: Primary Survey

### 5.6.3.3. Proposed EZ- Site Specific Barriers

As per the survey responses, major challenges in the proposed region include the following –

- The proposed EZ is ~258 from Chittagong port which is a one of the major reasons for hindering investment due to the logistics cost involved in importing goods.
- Most of the SME manufacturers choose to set up their businesses close to their area of residence. The need to shift to a new location for establishing a new manufacturing unit also hinders investment decision for the proposed EZ.
- Several respondents were unsure as to how long it would take in order for the proposed EZ to be established. This prevented the manufacturers from making investment decisions with respect to the proposed EZ.

### 5.6.4. Perception about Economic Zone Regime

One of the key objectives of primary stakeholder consultation was to assess the awareness about the GoB's Economic Zone policy among the industrial players and also the investment appetite for the proposed EZ. The key findings from the various sectors are as below:

Table 43: Voice on ground from stakeholder consultations

Sector	Opinion about EZ regime as obtained during the survey
Pharmaceuticals	Most pharmaceutical manufacturers are trying to set up their business in the API park that is to be set up in Munshiganj which will create a hub for raw material needed in pharmaceutical industry. Few respondents from this industry were positively interested in the proposed EZ in Araihaazar due to the close proximity to consumer markets in Dhaka.
Food & Beverages	Manufacturers from this industry were positively interested in the proposed EZ in Araihaazar due to the close proximity to consumer markets in Dhaka.
Light Machinery, Equipment (including furniture)	The manufacturers in this sector were quite positive with respect to growth potential of light engineering sector in Bangladesh. Presently a large portion of fabricated iron and steel products are imported from outside the country. These are normally spare parts of different machinery. Having a light machinery unit within an Economic Zone would provide manufacturers in this sector to cater to the needs of the industries that would be established within the zone thus having good access to market for their goods.
Chemicals	Manufacturers would be interested in taking up land in the Economic Zone since it would be easier for them to commence operations within the EZ as developer would be obtaining environmental clearances. Private land with less government control enables them to operate freely. Furthermore, common ETP at the proposed EZ would also be useful for them as presently they face issues in disposing their waste and effluent.
Non-metallic minerals (Ceramics)	Primary stakeholder consultation of manufacturers in this industry revealed the readiness of the players to expand into an EZ due to ease of utility support being provided by the developer letting them concentrate on the core manufacturing processes.
Heavy Machinery, Iron and Steel	Primary stakeholder consultation of manufacturers in this industry revealed the readiness of the players to expand into an EZ as the raw material imported or obtained from ship breaking can be transported from coastal region to the EZ via IWT network, as EZ has immediate access to waterfront.
Leather and Leather Products	Leather manufacturers expressed positive interest to shift to EZ in Araihaazar. Most of the leather products manufactured in Bangladesh are exported or sold in Dhaka & Chittagong. Also, there is adequate cattle population in the nearby areas of the proposed EZ, which can act the source of hides in future.
Paper and Packaging	Paper product manufacturers cited that major mills are located beyond Dhaka, towards Sonargaon and Narayanganj. The paper cone manufacturers, who supply cones to the spinning mills have customers in the Dhaka – Mymensingh stretch and are willing to move close to their customers.

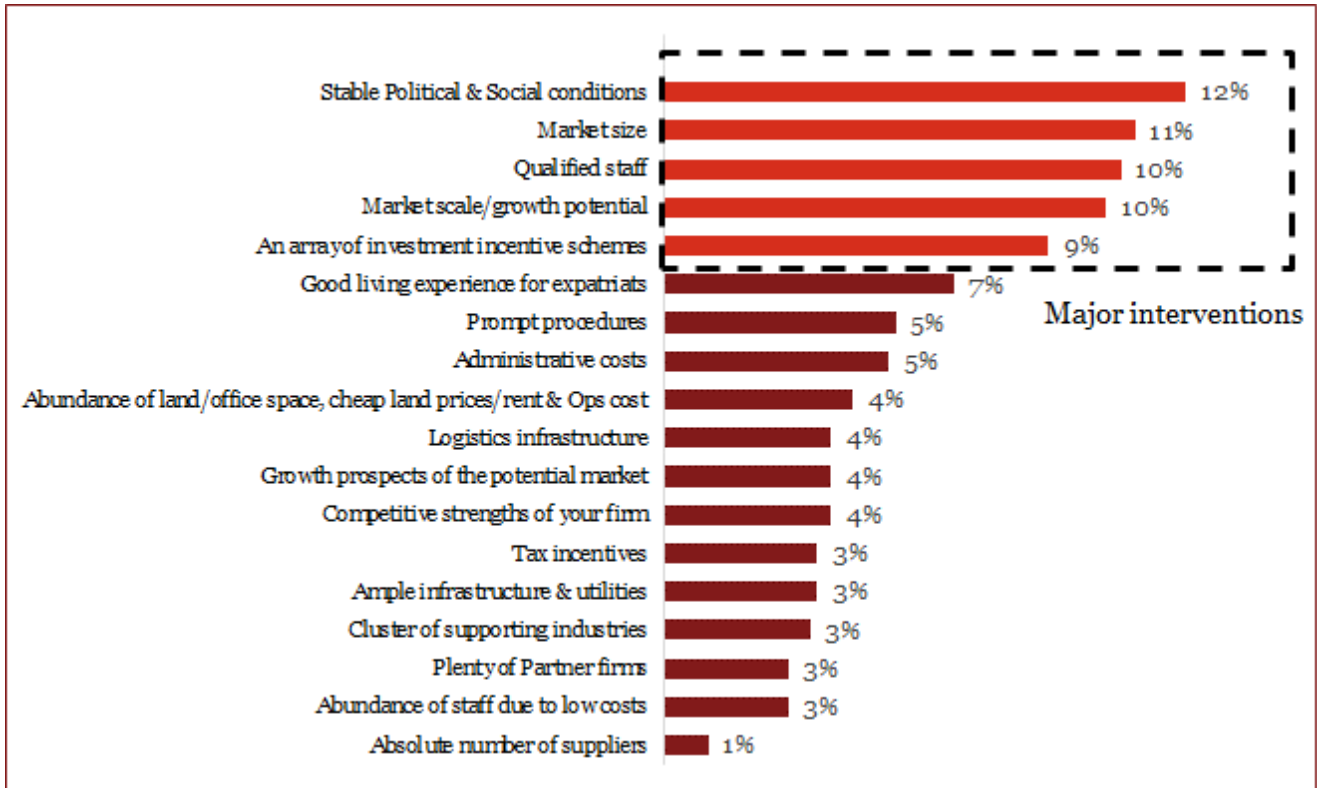
Source: PwC analysis

It should however be noted that some respondents were not so optimistic about the economic zone regime of the government and consider operating out of private land as a much easier option. They opined economic zone operations require too much documentation for movement of goods irrespective of the consignment size. In addition, economic zones operation would entail fixed working hours for the workers, specific opening/closing time of factories, and many other restrictions, which they are not in favor of adhering to. These respondents were also asked for their requirements in order to relocate to the EZ and their responses are elaborated in the following section.

### 5.6.5. Voice on Ground- Interventions Solicited

In order to understand the enabling infrastructure required for investment in the proposed EZ, all the respondents were asked about their requirements for relocating their business in the proposed EZ. A good infrastructure availability is a key enabler for success of any Economic Zone project. To understand the priority of the same, respondents were asked to specify their requirements for investing in the proposed EZ. Their response is captured below –

Figure 42: Voice on ground (Interventions)



Source: Primary Survey

Manufacturers have expressed their major requirements which influence their investment decision include access to uninterrupted power supply (without voltage fluctuation), quality water availability (potable and fit for industrial consumption) and gas availability. Availability of labor near the proposed EZ is another important factor, which was highlighted during our interaction with manufacturers. During interactions, manufacturers also highlighted the need for availability of local raw materials, particularly those who were interested in Food Processing and Light Engineering sectors.

The requirements can be classified into i) Hard Interventions ii) Soft Interventions

#### 5.6.5.1. Hard Interventions

**Availability of raw materials:** During interactions, investors also highlighted the need for availability of local raw materials, particularly those who were interested in Food & Beverages/Agro-based products and Light Engineering sectors.

**Availability of quality water:** Investors have expressed that quality water availability for industrial and potable purposes is the major factor

**Availability of gas:** Most of the investors consulted expressed that their manufacturing units require piped gas to be used as fuel in their industries or a source for generating electricity as gas is cheaper than diesel.

**Access to CETP/ ETP:** Investors who were considering investment in plastic and rubber, and pharmaceuticals sectors which involved release of effluents wanted to have access to waste treatment plants so as to not cause any adverse damage to the environment.

**Access to uninterrupted power supply:** All the investors consulted expressed discontent with power availability across Bangladesh and mentioned that access to uninterrupted power supply is the major requirement for them. Many complained about the 2-3-hour power outages suffered on a daily basis, which had affected the capacity utilization of existing machineries.

**Warehousing facility:** Most of the investor consulted expressed that they require warehouse facility to store their goods in the dedicated warehouse facilities in the EZ.

**Labor availability:** Availability of labor is the major requirement expressed by all the investors consulted during our interaction with them.

**The above-mentioned requirements are duly considered in the master planning section in order to address the requirements that manufacturers are looking for to relocate their business into EZ**

### *5.6.5.2. Soft Interventions*

The respondents were asked about the various fiscal and non-fiscal benefits that they require for considering relocating their business in the proposed EZ. The investors raised concerns about various incentives and their requirements are mentioned below:

**Cheap land prices:** The investors who are willing to relocate to EZ are looking for Government owned EZ as the land tariff is 2x – 3x times less than the ones in private economic zones. Medium and small-scale investors mentioned that land prices play a major role in their investment decision in the economic zone.

**Prompt procedures:** During the stakeholder consultation exercise, most of the respondents expressed disappointment in complicated and time-consuming procedure. This is one of the major reasons hindering manufactures in Bangladesh from importing the goods from the foreign countries. It was claimed that obtaining permission or license for any utility or activity is cumbersome, requiring many days and several levels of permissions. This is also major reason hindering manufacturers in Bangladesh from starting a new business. Manufacturers mentioned that the procedures should be prompt and fast tracked in order to operate their business at the proposed EZ.

**Low Administrative costs and Tax incentives:** Respondents raised concerns about the various incentives required such as corporate tax subsidy, waiver on import and export duties. Medium and (a few) large scale manufacturers have expressed concern about availability of concessional loan facility, the same is not captured under the incentive package offered by BEZA.

**In the event of addressing the list of requirements that manufacturers are looking for to relocate their business into EZ, BEZA can expect several manufacturers to evince interest in the proposed EZ**

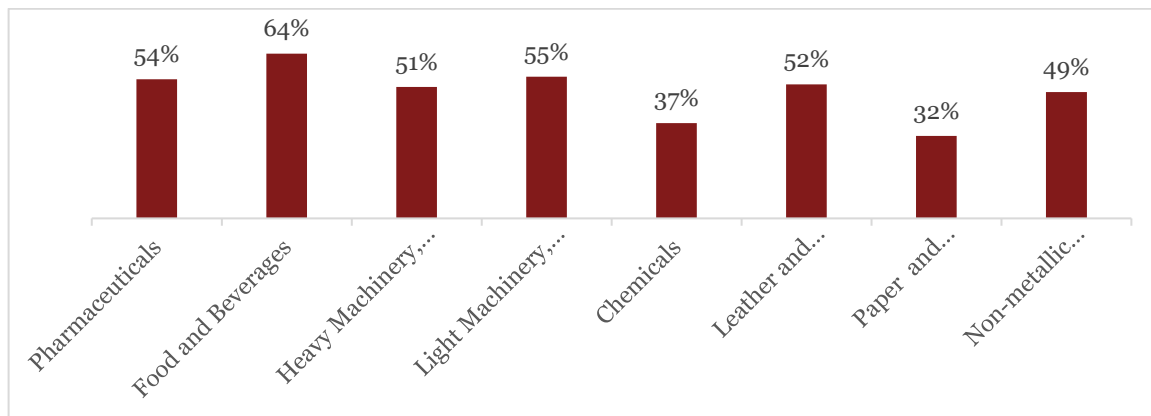
### *5.6.6. Arriving at the Final Shortlist of Industries*

In order to understand the popularity and attractiveness of the four shortlisted industrial sectors (i.e. initial shortlist of industries) among the industrial respondents, each of the respondents were asked to answer if the respective industrial sector is best-fit the proposed EZ (in terms of the suitability of the site conditions and regional attributes pertaining to that industrial sector). For example, the respondents from Food & Beverages sector were asked to answer if Food & Beverages sector is fit for the proposed EZ in Araihaazar (basis site conditions and regional attributes to host this sector) or not.

Responses obtained from the industry players are presented in Figure 43-



Figure 43: Responses from Industry Players



Source: Primary Survey

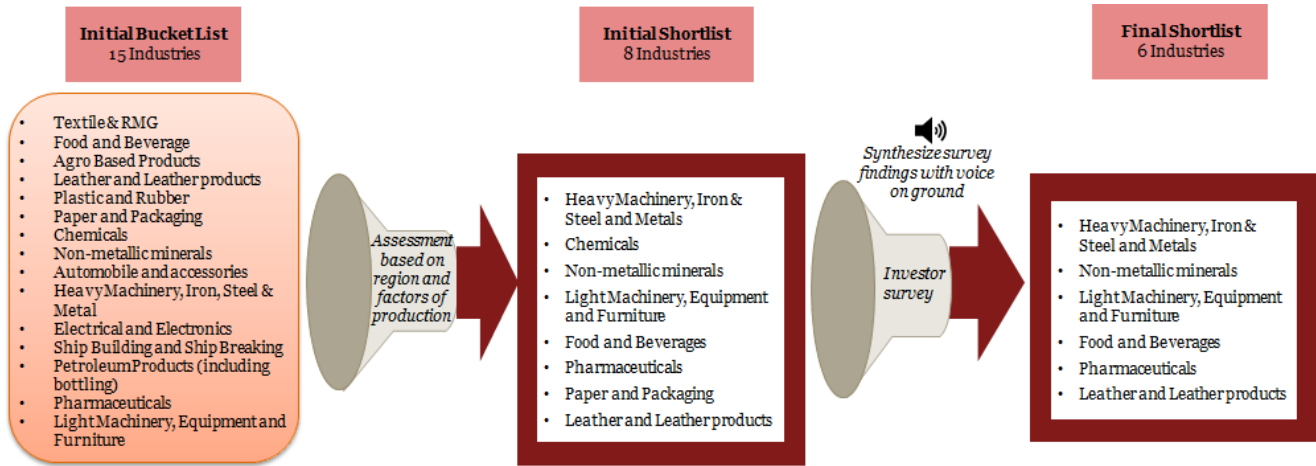
Figure 43 depicts that the following sectors have obtained most popularity from the investor community in the context of the proposed EZ:

- Pharmaceuticals
- Heavy Machinery, Iron & Steel and Metals
- Food & Beverages
- Chemicals
- Paper and Packaging
- Non-metallic minerals
- Leather and Leather products
- Light machinery, equipment, and furniture

### **5.6.7. Final Shortlist of Site-Specific Industry Sectors**

On basis of incorporating the feedback received during the survey, it can be safely deduced that from among the manufacturers contacted, out of the initial shortlisted sectors. Manufacturers mentioned that all the eight sectors are popular with respective to the proposed EZ. However, from the analysis of the primary survey it was observed that manufacturers from Pharmaceuticals, Light Machinery and Equipment (including furniture), Non-metallic minerals (Ceramics), Food & Beverages, and Heavy Machinery, Iron & steel and metals followed by Leather and leather products have expressed positive interest in relocating their business to the proposed EZ in Araihaazar. The following figure below depicts the step wise approach followed to arrive at the final short list of industries.

Figure 44: Industry Shortlisting



Source: PwC Methodology

Considering the future prospects in the region and due to the fact that during on ground implementation the best fit may vary, therefore a holistic demand assessment exercise is performed on the eight initial short list of sectors mentioned below

**Pharmaceuticals, Heavy Machinery (Iron and steel and metals), Leather and leather products, Light Machinery and Equipment (including furniture), Food & Beverages, Non-metallic minerals (Ceramics)**

&

**Chemicals and Paper and Packaging**

The industrial mix proposed is indicative in nature and based on our analysis and findings from primary survey. The choice of industries might change during on-ground implementation based on the response received from market.

A demand forecast model will be prepared in the next chapter, for the above mentioned eight industries to understand the land, utility and employment requirements for these industries over the years.

### 5.6.8. Sector Profiles

This section contains the profiles of all the eight shortlisted sectors obtained through industry assessment exercise. This sector profile provides a brief overview about the various sub-categories of the sectors, sector overview, sector trends, barriers to investment in the sector and various utility requirements.

Table 44: Sector Profile - F&B Industry

<b>Sector</b>	<b>Food &amp; Beverage Sector</b>
Sub-Categories Proposed	Fish and Shrimp Processing, Salt Processing, Fast Moving Consumer Goods (FMCG) like cake, biscuit, bread etc.
Sector Overview	Based on secondary research, sector overview detailing on the production, market demand, foreign trade, and growth projections has been captured in chapter 5.3 and 5.4

	<p>Based on responses received during primary survey, sector overview has been detailed out in the following-</p> <ul style="list-style-type: none"> <li>• Out of the various sub-categories, demand for (i) fish and shrimp processing, and (ii) biscuits have witnessed significant growth in the past</li> <li>• Bangladesh specializes in fish and shrimp export; Khulna and Chittagong are the two main hubs for shrimp production. Bangladesh exports shrimp and fish over 600 to 700 million USD every year</li> <li>• Biscuit industry in Bangladesh has depicted growth of 15% YOY in the last few years.<sup>165</sup></li> <li>• Agriculture and aquaculture are the main pillars behind this industry in Bangladesh</li> <li>• FMCG constitutes major part of this industry and most of the FMCG oriented manufacturing plants are in proximity to Dhaka, Chittagong, Khulna, and Sylhet as these are the major consumption hubs</li> <li>• Water is one of the most critical ingredients for this sector</li> <li>• Major players: Pran, Meghna, Abdul Monem, Olympics; this sector has witnessed participation of a large number of medium scale players</li> </ul>
Sector Trends	<ul style="list-style-type: none"> <li>• Mostly domestic focused sector, but export is rising</li> <li>• Since this sector is less dependent on import and dependent on domestic for both sourcing of input and sell of output, this sector is poised to witness sound growth due to rising income levels and increasing affordability.</li> <li>• Demand for nutrient rich, high quality food products is increasing.</li> <li>• Fish and Shrimp is a major export commodity and the demand has been depicting an increasing trend</li> <li>• Bangladeshi food &amp; beverage exporters are exporting processed food products to 104 countries (major destinations being Middle East, India, and other South Asian countries).</li> <li>• Since major consumption hub is centered around Dhaka, proximity of Dhaka serves the proposed EZ with immediate market access.</li> <li>• Pran is the most prominent Food &amp; Beverages player in the country and it has footprints in Middle East and in India</li> <li>• Meghna Group and Abdul Monem Group are the other players, which are quickly capturing market share</li> <li>• Fish and shrimp processing sector have small to large players; whereas Food &amp; Beverages sector is dominated by medium and large players (some being foreign)</li> </ul>
Current Barriers to Investment	Please refer to chapter 5.6.3

<sup>165</sup> *Biscuits and Confectioneries Industry of Bangladesh, Lightcastle Partners*

Land Requirements	<ul style="list-style-type: none"> <li>• Land requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods).</li> <li>• Basis primary survey, typically medium scale players require 3 to 7 acres and large players require 10 to 20 acres for a single food &amp; beverage manufacturing facility.</li> <li>• For fish and shrimp processing facility, area is dependent on capacity as there is a pond/ shrimp cultivation facility (artificially cultured pond) attached with the processing facility.</li> <li>• Following chapter delves into forecasting of industrial land requirement for this sector</li> </ul>
Power Requirements	<ul style="list-style-type: none"> <li>• Power requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods).</li> <li>• For medium scale facility, power requirement can vary from 0.5 to 1.4 MVA; whereas, for a large-scale facility, power requirement may vary from 1.6 MVA to 4 MVA</li> <li>• Following chapter delves into forecasting of industrial power requirement for this sector</li> </ul>
Water Requirements	<ul style="list-style-type: none"> <li>• Water requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods)</li> <li>• Current practice in Bangladesh is to install deep tube-wells and extract groundwater for industrial consumption. Permission from GoB needs to be taken to install the pump, however, there is no monitoring mechanism in place to check the amount of water extracted</li> <li>• For medium scale facility, water requirement can vary from 90 to 350 Cum/ day; whereas, for a large-scale facility, water requirement may vary from 300 cum/ day to 600 cum/ day</li> <li>• Following chapter delves into forecasting of industrial water requirement for this sector</li> </ul>
Employment per Factory	<ul style="list-style-type: none"> <li>• Manpower requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods)</li> <li>• For medium scale facility, typically 60 to 180 number of manufacturing related employees are employed; whereas for a large facility, typically 200 to 500 number of manufacturing related employees are employed in a facility</li> <li>• Following chapter delves into forecasting of manpower requirement for this sector</li> </ul>

Table 45: Sector Profile - Non Metallic Minerals

Sector	Non-metallic minerals
Sub-Categories Proposed	Ceramics, Cement, Glass etc.
Sector Overview	<p>Based on secondary research, sector overview detailing on the production, market demand, foreign trade, and growth projections has been captured in chapter 5.3 and 5.4</p> <p>Based on responses received during primary survey, sector overview has been detailed out in the following-</p> <ul style="list-style-type: none"> <li>• Ceramics industry is one the growing manufacturing sectors in Bangladesh due to the steady economic growth and urbanization. The core products of this sector are tiles, tableware and sanitary ware.</li> <li>• The ceramics industry caters to 85% of the local demand and also serves a major portion of the export market</li> <li>• More than 50,000 people are engaged in this sector in Bangladesh</li> <li>• Bangladesh Ceramic Manufacturers &amp; Exporters Association (BCMEA) is the National trade Organization uniting the Ceramic Products Manufacturers and Exporters in Bangladesh.</li> <li>• Cement industry is booming sector in Bangladesh and the country is the world’s 40th largest cement market.<sup>166</sup></li> <li>• The production capacity of cement stood at 58 million tons in 2018 while the demand has seen a rise to 31 million tons.</li> <li>• Out of the locally produced cement Government consumption is 35 percent, commercial developers’ consumption is 35 percent and the remaining amount by the individuals and small buyers.</li> <li>• The per capita consumption of cement raised by 97 per cent to stand at 187 kg from 2011 to 2018. However, it still lags behind the global average of per capita consumption of 563 kg.</li> <li>• The major cement players in Bangladesh are Lafarge Holcim, Shah cement, Basundhara cement and Fresh cement.</li> </ul>
Sector Trends	<ul style="list-style-type: none"> <li>• Non-metallic sector in Bangladesh is estimated to grow up to ~10% in the coming five years.</li> <li>• Ceramic products are currently exported to more than 50 countries such as USA, Italy, New Zealand, Australia, Sweden, Spain and France.</li> <li>• The export demand for the ceramics is increasing due to the availability of variety of products at competitive prices meeting the international standards.</li> </ul>

<sup>166</sup> <https://tbsnews.net/economy/bangladeshs-cement-industry-booming>

	<ul style="list-style-type: none"> <li>• The growth of cement industry looks promising in terms of increasing demand due to rapid urbanization, real estate and government projects.</li> <li>• High growth in this sector is observed due to the fact that Bangladesh is one of the largest global importers of clinkers.</li> <li>• Bangladesh looks to be rapidly closing the gap between national per capital consumption and global average.</li> <li>• Currently, 14 cement manufacturers are involved in exporting their products to Nepal, Srilanka, Maldives and other foreign countries.</li> <li>• New technologies are being implemented in this industry in order to improve operational efficiencies and reduce wastage in the industry.</li> </ul>
Current Barriers to Investment	Please refer to chapter 5.6.3
Land Requirements	<ul style="list-style-type: none"> <li>• Land requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods).</li> <li>• Basis primary survey, typically medium scale players require 10 to 14 acres of land; whereas large scale players require 16 to 20 acres for setting up a single Non-metallic minerals sector manufacturing facility</li> <li>• Following chapter delves into forecasting of industrial land requirement for this sector</li> </ul>
Power Requirements	<ul style="list-style-type: none"> <li>• Power requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods).</li> <li>• For medium scale facility, power requirement can vary from 1.25 to 1.75 MVA for single facility; whereas, for a large-scale facility, power requirement may vary from 2.0 MVA to 2.5 MVA for single facility</li> <li>• Following chapter delves into forecasting of industrial power requirement for this sector</li> </ul>
Water Requirements	<ul style="list-style-type: none"> <li>• Water requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods)</li> <li>• For medium scale facility, water requirement can vary from 500 to 700 Cum/ day for single facility; whereas, for a large-scale facility, water requirement may vary from 800 cum/ day to 1000 cum/ day for single facility</li> <li>• Following chapter delves into forecasting of industrial water requirement for this sector</li> </ul>
Employment per Factory	<ul style="list-style-type: none"> <li>• Manpower requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods)</li> <li>• For medium scale facility, typically 6,000 to 8,500 number of manufacturing related employees are employed in a single facility; whereas</li> </ul>

	<p>for a large facility, typically 9,700 to 12,000 number of manufacturing related employees are employed in a facility</p> <ul style="list-style-type: none"> <li>• Following chapter delves into forecasting of manpower requirement for this sector</li> </ul>
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Table 46: Sector Profile - Chemicals Industry

<b>Sector</b>	<b>Chemicals</b>
Sub-Categories Proposed	Fertilizers
Sector Overview	<p>Based on secondary research, sector overview detailing on the production, market demand, foreign trade, and growth projections has been captured in chapter 5.3 and 5.4.</p> <p>Based on responses received during primary survey, sector overview has been detailed out in the following-</p> <ul style="list-style-type: none"> <li>• Due to the rapid industrialization in the country, Chemicals sector in Bangladesh has triples in the last decade.</li> <li>• The Chemicals sector in Bangladesh is driven by domestic consumption with significant import dependency due to lack of integrated chemical manufacturing facilities.</li> <li>• Chemicals sector comprises various products viz. (i) fertilizer, (ii) adhesives &amp; paints related products, and (iii) other chemicals.</li> <li>• Import of ~835 million USD worth organic chemicals in 2019, while ~392 million USD worth inorganic chemicals were imported in the same year.</li> <li>• Bangladesh is heavily dependent on import of Urea as well as finished product (Fertilizer), 68% of its total demand is met by imports.</li> <li>• Chemicals sector acts as the downstream sector for various sectors such as food processing, fertilizer and agro based, Appliance and foam industries, leather and plastic products, shipbuilding, and heavy machineries.</li> <li>• Currently Bangladesh imports chemicals from India, China, Germany, Japan, France etc.<sup>167</sup></li> </ul>
Sector Trends	<ul style="list-style-type: none"> <li>• Bangladesh has a huge agricultural land; improvement of chemical sector may trigger agro and industrial revolution simultaneously.</li> <li>• Domestic production of chemicals is estimated to grow between 1-2% in the next five years.</li> <li>• High cropping intensity and decreasing soil intensity are the main demand drivers for this sector in the country.</li> </ul>

<sup>167</sup> <https://www.daily-sun.com/post/412886/2019/08/04/Potentiality-of-our-chemical-sector>

	<ul style="list-style-type: none"> <li>Fertilizers will have high demand in proximity to the proposed EZ, due to the widespread agriculture-based economy in the influence region.</li> </ul>
Current Barriers to Investment	Please refer to chapter 5.6.3
Land Requirements	<ul style="list-style-type: none"> <li>Land requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods).</li> <li>Basis primary survey, typically medium scale players require 3 to 6 acres of land; whereas large scale players require 8 to 14 acres for setting up a single Chemicals sector manufacturing facility</li> <li>Following chapter delves into forecasting of industrial land requirement for this sector</li> </ul>
Power Requirements	<ul style="list-style-type: none"> <li>Power requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods).</li> <li>For medium scale facility, power requirement can vary from 0.5 to 1.25 MVA for single facility; whereas, for a large-scale facility, power requirement may vary from 1.5 MVA to 2.6 MVA for single facility</li> <li>Following chapter delves into forecasting of industrial power requirement for this sector</li> </ul>
Water Requirements	<ul style="list-style-type: none"> <li>Water requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods)</li> <li>For medium scale facility, water requirement can vary from 180 to 360 Cum/ day for single facility; whereas, for a large-scale facility, water requirement may vary from 480 cum/ day to 840 cum/ day for single facility</li> <li>Following chapter delves into forecasting of industrial water requirement for this sector</li> </ul>
Employment per Factory	<ul style="list-style-type: none"> <li>Manpower requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods)</li> <li>For medium scale facility, typically 500 to 1000 number of manufacturing related employees are employed in a single facility; whereas for a large facility, typically 1300 to 2500 number of manufacturing related employees are employed in a facility</li> <li>Following chapter delves into forecasting of manpower requirement for this sector</li> </ul>

Table 47: Sector Profile - Leather and Leather Products

<b>Sector</b>	<b>Leather and Leather Products</b>
Sub-Categories Proposed	Finished leather goods



Sector Overview	<p>Based on secondary research, sector overview detailing on the production, market demand, foreign trade, and growth projections has been captured in chapter 5.3 and 5.4</p> <p>Based on responses received during primary survey, sector overview has been detailed out in the following-</p> <ul style="list-style-type: none"> <li>• Export Oriented industry, approx. 75-80% of total domestic production is exported in form of raw leather or finished products.</li> <li>• Bangladesh meets the demand for about 10% of the world's total leather market.</li> <li>• The exports from this sector are worth ~508 million USD in 2019 and has depicted growth of ~10% annually.</li> <li>• Leather industry clusters are located in Savar region, a Dhaka neighborhood with more than 150 tanneries, which is the largest cluster of leather in Bangladesh.</li> <li>• The raw material required for leather is animal hide and skin. Due to its large cattle population, Bangladesh has a good supply of leather.</li> <li>• The large portion of raw material comes from cow hides which account for 64.82 % of the production.</li> <li>• In tanneries, the raw animal skins and hides are processed to manufacture finished leather, which in turn is used to manufacture leather based products and footwear.</li> <li>• The Leather goods And Footwear Manufacturers &amp; Exporters Association of Bangladesh (LFMEAB) is the recognized trade body uniting all the leather goods and footwear manufacturing companies in Bangladesh</li> <li>• Some of the major domestic players in Leather industry are: Alliance leather goods and footwear ltd, Sonali Aansh industries ltd, Iqra trade international, Ramim leather and finished goods corporation, Innove leather products ltd etc.</li> </ul>
Sector Trends	<ul style="list-style-type: none"> <li>• This sector has a potential to replicate the RMG success story as the demand for Bangladesh leather based products is increasing globally.</li> <li>• The leather industry has been identified as a priority sector based on its considerable growth over the years</li> <li>• The industry is growing rapidly and is expected to grow between 10-12% every year in the coming five years.</li> <li>• Production units for this growing sector are rising due to the planned economic zones and industrial parks in the country.</li> </ul>

	<ul style="list-style-type: none"> <li>The domestic footwear market is now estimated with total demand of 30 million pairs per year, due to the rapid increase in the size of the middle class in the country<sup>168</sup></li> </ul>
Current Barriers to Investment	Please refer to chapter 5.6.3
Land Requirements	<ul style="list-style-type: none"> <li>Land requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods).</li> <li>Basis primary survey, typically medium scale players require 3 to 5 acres of land; whereas large scale players require 7 to 12 acres for setting up a single Leather and Leather products sector manufacturing facility</li> <li>Following chapter delves into forecasting of industrial land requirement for this sector</li> </ul>
Power Requirements	<ul style="list-style-type: none"> <li>Power requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods).</li> <li>For medium scale facility, power requirement can vary from 0.4 to 0.7 MVA for single facility; whereas, for a large-scale facility, power requirement may vary from 0.9 MVA to 1.5 MVA for single facility</li> <li>Following chapter delves into forecasting of industrial power requirement for this sector</li> </ul>
Water Requirements	<ul style="list-style-type: none"> <li>Water requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods)</li> <li>For medium scale facility, water requirement can vary from 210 to 350 Cum/day for single facility; whereas, for a large-scale facility, water requirement may vary from 500 cum/ day to 850 cum/ day for single facility</li> <li>Following chapter delves into forecasting of industrial water requirement for this sector</li> </ul>
Employment per Factory	<ul style="list-style-type: none"> <li>Manpower requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods)</li> <li>For medium scale facility, typically 175 to 300 number of manufacturing related employees are employed in a single facility; whereas for a large facility, typically 400 to 700 number of manufacturing related employees are employed in a facility</li> <li>Following chapter delves into forecasting of manpower requirement for this sector</li> </ul>

<sup>168</sup> <https://www.adb.org/sites/default/files/publication/467956/adb-brief-102-bangladesh-leather-industry.pdf>

Table 48: Sector Profile - Pharmaceuticals

Sector	Pharmaceuticals
Sub-Categories Proposed	Manufacturing of generic and patented drugs
Sector Overview	<p>Based on secondary research, sector overview detailing on the production, market demand, foreign trade, and growth projections has been captured in chapter 5.3 and 5.4</p> <p>Based on responses received during primary survey, sector overview has been detailed out in the following-</p> <ul style="list-style-type: none"> <li>• The pharmaceutical sector is one among the fastest growing sector in Bangladesh. According to Bangladesh bureau of statistics, the sector contributed to 1.83% of GDP in 2018<sup>169</sup></li> <li>• Historical 5 years CAGR: 15.6%</li> <li>• Per capita healthcare expenditure of Bangladesh grew at an average rate of 11.0% in the last 10 years whereas gross national income (GNI) per capita grew at a rate of 6.0% in 2018.<sup>170</sup></li> <li>• Bangladesh enjoys comparative advantage due to its cheap labour and adequate amount of skilled labour.</li> <li>• Bangladesh imports 99.5% of raw materials or APIs for producing medicines mainly from China and India.</li> <li>• To reduce the important dependency and to facilitate steady supply of raw materials, API park in Gazaria, Munshiganj is envisaged by GoB.</li> <li>• Square, Incepta pharma, Beximco, Opsonin Pharma are the major pharma companies in Bangladesh.</li> </ul>
Sector Trends	<ul style="list-style-type: none"> <li>• Of the total amount of drugs produced locally, 80.0% are generic and 20.0% patented drugs</li> <li>• Bangladesh’s pharmaceuticals sector is expected to grow at 15 percent for the next five years<sup>171</sup></li> <li>• Demand for the drugs is going to increase as the population is expected to grow at 1 CAGR from 167 Mn in 2018 to 176 Mn in 2023 with increase in life expectancy</li> <li>• Due to the rapid growth of chronic diseases, increase in health care facilities combined with modern technology, the growth of the domestic drug market is increasing.</li> <li>• Non communicable diseases to surge by 35 from 32.7 Mn in 2016 to 50.6 Mn in 2030</li> </ul>

<sup>169</sup> Bangladesh Bureau of Statistics

<sup>170</sup> IMS Health report 2018

<sup>171</sup> <https://www.thefinancialexpress.com.bd/views/expediting-completion-of-api-industrial-park-1567005771>

	<ul style="list-style-type: none"> <li>As an LDC, the country will not need to pay any royalty for producing patent drugs till 2033, which is a great opportunity to increase its export share.</li> </ul>
Current Barriers to Investment	Please refer to chapter 5.6.3
Land Requirements	<ul style="list-style-type: none"> <li>Land requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods).</li> <li>Basis primary survey, typically medium scale players require 2 to 4 acres of land; whereas large scale players require 6 to 12 acres for setting up a single Pharmaceuticals sector manufacturing facility</li> <li>Following chapter delves into forecasting of industrial land requirement for this sector</li> </ul>
Power Requirements	<ul style="list-style-type: none"> <li>Power requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods).</li> <li>For medium scale facility, power requirement can vary from 0.3 to 0.6 MVA for single facility; whereas, for a large-scale facility, power requirement may vary from 0.9 MVA to 1.8 MVA for single facility</li> <li>Following chapter delves into forecasting of industrial power requirement for this sector</li> </ul>
Water Requirements	<ul style="list-style-type: none"> <li>Water requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods)</li> <li>For medium scale facility, water requirement can vary from 120 to 240 Cum/ day for single facility; whereas, for a large-scale facility, water requirement may vary from 360 cum/ day to 720 cum/ day for single facility</li> <li>Following chapter delves into forecasting of industrial water requirement for this sector</li> </ul>
Employment per Factory	<ul style="list-style-type: none"> <li>Manpower requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods)</li> <li>For medium scale facility, typically 300 to 600 number of manufacturing related employees are employed in a single facility; whereas for a large facility, typically 900 to 1800 number of manufacturing related employees are employed in a facility</li> <li>Following chapter delves into forecasting of manpower requirement for this sector</li> </ul>

Table 49: Sector Profile - Light Machineries, Equipment and Furniture

<b>Sector</b>	<b>Light Machinery, Equipment and Furniture Sector</b>
Sub-Categories Proposed	Manufacture of spare parts of machines, and equipment and furniture

Sector Overview	<p>Based on secondary research, sector overview detailing on the production, market demand, foreign trade, and growth projections has been captured in chapter 5.3 and 5.4.</p>
	<p>Based on responses received during primary survey, sector overview has been detailed out in the following-</p> <ul style="list-style-type: none"> <li>• The light machinery sector is often referred to as the ‘mother industry’ which is significantly integrated into the backward linkage for agriculture, food processing, railway, shipbuilding, RMG, cement, paper, jute, textile, and sugar industries</li> <li>• Light machinery sector provides support for operation and maintenance of heavy machines through production of spare parts, castings, molds, dies, fittings etc. Apart from these, various equipment and bicycles also form a part of this sector</li> <li>• In recent ‘Industry policy 2016’ and ‘Export policy 2018-21’, the sector is considered as one of the highest priority sectors</li> <li>• The industries in this sector mostly develop in vicinity of industrial zones in order to provide support to large-scale capital-intensive factories requiring heavy machinery</li> <li>• As per information provided by BIDA there are currently 40,000 light engineering units/workshops scattered across Bangladesh Local players are dependent on import of raw materials and manufacturing of spare parts locally</li> <li>• This sector has experienced traction from exporters from countries like China, Japan and Korea are developing light engineering facilities in Bangladesh in order to cater to export market.</li> <li>• Availability of skilled labour is one of the critical ingredients for this sector</li> <li>• These sectors mostly consist of micro, small and medium enterprises; but large conglomerates such as Walton, RFL, Meghna Group, Alim Industries Ltd., ACI Motors etc. also participate in the light machinery and equipment sector</li> <li>• Dhaka, Gazipur, Narayanganj, Sylhet, Bogura, Natore, Khulna, Barisal, Jessore and Chittagong are the major hubs of this sector</li> <li>• The furniture sector has also seen huge growth in Bangladesh. The market is dominated by micro and small-scale enterprises (associated with furniture manufacturing as well as backward and forward linkages) while there are medium and large-scale organizations that are dominating the urban areas, especially in Dhaka and Chittagong.</li> <li>• Some of the major local players in the furniture sector are Otobi, Akhtar, Navana, Hatil etc.</li> </ul>
Sector Trends	<ul style="list-style-type: none"> <li>• Domestic focused sector with considerable export potential, and import dependent for raw materials</li> </ul>

	<ul style="list-style-type: none"> <li>• Bangladesh is gradually shifting away from importing light engineering goods and furniture to manufacturing them inside the country</li> <li>• Growing domestic demand, improving supply-side capabilities, inexpensive labour costs, and possibilities of backward and forward linkages are some of the drivers of this sector</li> <li>• Sub-sectors such as bicycle manufacturing, agro-machinery, automotive spare parts have witnessed significant growth over the last few years</li> <li>• Bangladesh is the third-largest non-EU exporter of bicycles to the EU and the eighth largest exporter overall and with the global bicycle market anticipated to expand by 37.5% by 2024<sup>172</sup>, it presents huge opportunity to Bangladesh</li> <li>• In case of the furniture industry, the domestic demand is mostly concentrated around Dhaka and Chittagong and 90% of furniture demand in the country is met locally. However, the furniture sector recorded export earnings of USD 75 million in 2018-19 which was up from the same recorded during 2017-18 by 18.5%<sup>173</sup></li> </ul>
Current Barriers to Investment	Please refer to chapter 5.6.3
Land Requirements	<ul style="list-style-type: none"> <li>• Land requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods).</li> <li>• Basis primary survey, typically medium scale players require 2 to 3 acres of land; whereas large scale players require 4 to 10 acres for setting up a single light machinery, equipment and furniture manufacturing facility.</li> <li>• Following chapter delves into forecasting of industrial land requirement for this sector</li> </ul>
Power Requirements	<ul style="list-style-type: none"> <li>• Power requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods).</li> <li>• For medium scale facility, power requirement can vary from 0.2 to 0.4 MVA for single facility; whereas, for a large-scale facility, power requirement may vary from 0.5 MVA to 1.2 MVA for single facility</li> <li>• Following chapter delves into forecasting of industrial power requirement for this sector</li> </ul>
Water Requirements	<ul style="list-style-type: none"> <li>• Water requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods)</li> <li>• For medium scale facility, water requirement can vary from 100 to 150 Cum/day for single facility; whereas, for a large-scale facility, water requirement may vary from 200 cum/ day to 500 cum/ day for single facility.</li> </ul>

<sup>172</sup> Persistence Market Research

<sup>173</sup> <http://m.theindependentbd.com/post/216403>

	<ul style="list-style-type: none"> <li>Following chapter delves into forecasting of industrial water requirement for this sector</li> </ul>
Employment per Factory	<ul style="list-style-type: none"> <li>Manpower requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods)</li> <li>For medium scale facility, typically 400 to 600 number of manufacturing related employees are employed in a single facility; whereas for a large facility, typically 800 to 2000 number of manufacturing related employees are employed in a single facility</li> <li>Following chapter delves into forecasting of manpower requirement for this sector</li> </ul>

Table 50: Sector Profile - Paper and Packaging

Sector	Paper and packaging
Sub-Categories Proposed	Packaging for processed food products and paper cones for spinning mills
Sector Overview	<p>Based on secondary research, sector overview detailing on the production, market demand, foreign trade, and growth projections has been captured in chapter 5.3 and 5.4.</p> <p>Based on responses received during primary survey, sector overview has been detailed out in the following-</p> <ul style="list-style-type: none"> <li>Bangladesh is estimated to have ~100 paper mills in the country with production capacity upto ~1.5 million MTs of paper year.<sup>174</sup></li> <li>Bangladesh exported paper and paper products worth ~13 million USD in 2018, and they were exported to over 40 countries.</li> <li>Exports of paper and packaging has depicted growth of ~22% YOY in the last four years.</li> <li>Owing to the low quality of the wood pulp in the domestic market, most of the manufacturers of papers import wood pulp via Chittagong Port.</li> <li>Limited forest cover in the country is also a challenge for procuring the wooden pulp in the country today.</li> <li>Despite this, various industries consumers in the sectors such as RMG, pharmaceuticals, Food &amp; Beverages, agro processing, and leather are dependent on the import of packaging materials.</li> <li>Some major players in the paper and packaging industry in Bangladesh are: Meghna Group, Ripon, Unicorn Industries, Miracle Industries etc.</li> </ul>
Sector Trends	<ul style="list-style-type: none"> <li>The sector is estimated to grow at the CAGR of ~8-9% year on year in the coming years.</li> <li>The sector is highly likely to face challenges with respect to the domestic procurement of input materials due to less forest cover in the country.</li> </ul>

<sup>174</sup> Bangladesh Paper Mills Association

	<ul style="list-style-type: none"> <li>• The rising demand for the industries such as RMG, pharmaceuticals, leather and footwear in the domestic market may promote the demand for paper and packaging products.</li> <li>• The imports of paper and packaging products have shown growth of only ~0.7% year on year in the last five years, which depict the decreasing reliance on the imported paper and packaging materials from consumer industries.</li> </ul>
Current Barriers to Investment	Please refer to chapter 5.6.3
Land Requirements	<ul style="list-style-type: none"> <li>• Land requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods).</li> <li>• Basis primary survey, typically medium scale players require 4 to 7 acres of land; whereas large scale players require 8 to 12 acres for setting up a single light machinery, equipment and furniture manufacturing facility.</li> <li>• Following chapter delves into forecasting of industrial land requirement for this sector</li> </ul>
Power Requirements	<ul style="list-style-type: none"> <li>• Power requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods).</li> <li>• For medium scale facility, power requirement can vary from 0.5 to 1.3 MVA; whereas, for a large-scale facility, power requirement may vary from 1.3 MVA to 2.3 MVA</li> <li>• Following chapter delves into forecasting of industrial power requirement for this sector</li> </ul>
Water Requirements	<ul style="list-style-type: none"> <li>• Water requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods)</li> <li>• Current practice in Bangladesh is to install deep tube-wells and extract groundwater for industrial consumption. Permission from GoB needs to be taken to install the pump, however, there is no monitoring mechanism in place to check the amount of water extracted</li> <li>• For medium scale facility, water requirement can vary from 280 to 490 Cum/ day; whereas, for a large-scale facility, water requirement may vary from 560 cum/ day to 940 cum/ day</li> <li>• Following chapter delves into forecasting of industrial water requirement for this sector</li> </ul>
Employment per Factory	<ul style="list-style-type: none"> <li>• Manpower requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods)</li> <li>• For medium scale facility, typically 900 to 1700 number of manufacturing related employees are employed; whereas for a large facility, typically 1500 to 3000 number of manufacturing related employees are employed in a facility</li> <li>• Following chapter delves into forecasting of manpower requirement for this sector</li> </ul>



Table 51: Sector Profile - Heavy Machineries

Sector	Heavy machineries, Iron & Steel and Metals
Sub-Categories Proposed	Manufacture of heavy-duty machines, Iron and Steel with its varieties and other metals such as aluminum, copper etc.
Sector Overview	<p>Based on secondary research, sector overview detailing on the production, market demand, foreign trade, and growth projections has been captured in chapter 5.3 and 5.4.</p> <p>Based on responses received during primary survey, sector overview has been detailed out in the following-</p> <ul style="list-style-type: none"> <li>• Bangladesh is one of Asia’s emerging steel markets having more than 400 steel, re-rolling and auto re-rolling mills. Most of steel construction in Bangladesh takes place in form of long steel products and MS bars used in construction of buildings</li> <li>• As per discussions with leading steel manufacturers, Bangladesh currently produces more than 4 million MT of steel and production of this sector is expected to double by 2022</li> <li>• Due to absence of iron ore deposits, steel industry in Bangladesh is dependent on import of scraps and billets to produce final products</li> <li>• Bangladesh has now developed capacity to manufacture 90% of its billet requirement locally.</li> <li>• Bangladesh currently manufacturers steel for its domestic consumption only, however due to capacity expansion by steel manufacturers, Bangladesh has also developed potential to export steel products.</li> <li>• Bangladesh’s Steel industry has an approximate market size worth BDT 450 billion<sup>175</sup> with 9 million MT combined installed capacity and 7 million MT combined local demand</li> <li>• Some major players in the paper and packaging industry in Bangladesh are: BSRM, Abdul Khair Steel (AKS), KSRM, PHP Steel Mills, Alam Cold Rolled Steels Ltd., GPH Ispat Ltd., Galco Steel etc.</li> </ul>
Sector Trends	<ul style="list-style-type: none"> <li>• Even though industry capacity is higher than the domestic demand, the industry is exposed to seasonality. Sales remains sluggish during the rainy season and higher in winter season. So, actual production remains lower in the dull season. On an average 70-75% capacity utilization is termed as optimal by the industry players.</li> <li>• The Steel sector in the country was expected to grow at 16% on a year on year basis before the COVID 19 pandemic broke out.<sup>176</sup></li> <li>• Bangladesh is one of the lowest consumers of steel products in the world. According to the World Steel Association (WSA), average per capita steel</li> </ul>

<sup>175</sup> <https://www.arx.cfa/-/media/regional/arx/post-pdf/2019/12/29/bangladesh-steel-industry--a-comprehensive-review.ashx?la=en&hash=3A999CFC2B2AD3AE66A0C792C95EBA87A1D5E287>

<sup>176</sup> <https://www.arx.cfa/-/media/regional/arx/post-pdf/2019/12/29/bangladesh-steel-industry--a-comprehensive-review.ashx?la=en&hash=3A999CFC2B2AD3AE66A0C792C95EBA87A1D5E287>

	<p>consumption in the world was 224.5 kg in 2018 while that of Bangladesh was only 45 KG during the same year.<sup>177</sup></p> <ul style="list-style-type: none"> <li>• Currently, the government projects account for nearly 35% to 40% of total steel consumption which was only 15% a decade ago</li> <li>• Scrap, sponge, and pig iron are major raw materials for steel smelting in Bangladesh with imports growing from 2.5 Mn MT in 2016 to 4-4.5 Mn MT in 2018<sup>178</sup></li> <li>• Considering that the government's lofty goals of achieving double digital growth in the economy, measures being taken to better facilitate the ease of doing business, and several mega projects, economic processing zones, and incentives for foreign investment, the macroeconomic factors to stimulate growth in this sector look bright and with due reason</li> </ul>
Current Barriers to Investment	Please refer to chapter 5.6.3
Land Requirements	<ul style="list-style-type: none"> <li>• Land requirement depends on the capacity of the factory, type of technology and type of sub-sector</li> <li>• Basis primary survey, typically medium scale players require 10 to 15 acres of land; whereas large scale players require 15 to 20 acres for setting up a single heavy machinery, iron &amp; steel manufacturing facility.</li> <li>• Following chapter delves into forecasting of industrial land requirement for this sector</li> </ul>
Power Requirements	<ul style="list-style-type: none"> <li>• Power requirement depends on the capacity of the factory, type of technology and type of sub-sector</li> <li>• For medium scale facility, power requirement can vary from 1.8 to 2.7 MVA; whereas, for a large-scale facility, power requirement may vary from 2.8 MVA to 3.6 MVA</li> <li>• Following chapter delves into forecasting of industrial power requirement for this sector</li> </ul>
Water Requirements	<ul style="list-style-type: none"> <li>• Water requirement depends on the capacity of the factory, type of technology and type of sub-sector</li> <li>• Current practice in Bangladesh is to install deep tube-wells and extract groundwater for industrial consumption. Permission from GoB needs to be taken to install the pump, however, there is no monitoring mechanism in place to check the amount of water extracted</li> <li>• For medium scale facility, water requirement can vary from 500 to 750 Cum/ day; whereas, for a large-scale facility, water requirement may vary from 750 cum/ day to 1000 cum/ day</li> <li>• Following chapter delves into forecasting of industrial water requirement for this sector</li> </ul>
Employment per Factory	<ul style="list-style-type: none"> <li>• Manpower requirement depends on the capacity of the factory, type of technology and type of sub-sector (finished goods)</li> </ul>

<sup>177</sup> <https://www.arx.cfa/-/media/regional/arx/post-pdf/2019/12/29/bangladesh-steel-industry--a-comprehensive-review.ashx?la=en&hash=3A999CFC2B2AD3AE66A0C792C95EBA87A1D5E287>

<sup>178</sup> <https://www.lightcastlebd.com/insights/2019/03/20/steel-industry-giving-strength-to-construction>

- For medium scale facility, typically 800 to 1,200 number of manufacturing related employees are employed; whereas for a large facility, typically 1,200 to 1,600 number of manufacturing related employees are employed in a facility
- Following chapter delves into forecasting of manpower requirement for this sector

Sectoral overview and the numbers mentioned in the sectoral profile are on the basis of primary surveys, while the sectoral trend is a blend of primary and secondary research. The detailed demand assessment of the above-mentioned industries will be taken up in demand assessment chapter based on the inputs of the primary survey.

## 5.7. Key Takeaways

In order to arrive at the most suitable industries in site surrounding context, an industry assessment framework comprising of top-down (secondary research) and bottom-up (primary survey) was adopted.

The **top-down approach** identifies 15 best-performing industrial sectors (initial bucket list of industries) in the country context based on historical trend analysis of industrial production and foreign trade. At the next level, sectoral outlook of these industries were studied in detail to understand about (i) raw material sourcing, (ii) major markets being served, and (iii) factors of production (such as utility, logistics, and manpower) necessary.

**In-depth regional landscape assessment of the influence region** (comprising of adjoining districts) surrounding the proposed EZ was undertaken in light of (i) economic profiling, (ii) natural resources (agricultural, marine, and mineral), (iii) industrial ecosystem in the influence region, and (iv) availability of semi-skilled and skilled manpower. Markets in Dhaka city can be accessed for the end products as the industries in the proposed EZ will have access to consumer markets.

Regional assessment depicts the suitability of the initial bucket list of industries in site surrounding and influence region context. **Eight industries were initially shortlisted** ex post facto this regional landscape assessment. The primary set of industries are: (a) Pharmaceuticals, (b) Heavy Machinery, Iron and steel and metals, (c) Leather and leather products, (d) Light Machinery and Equipment (including furniture), (e) Food & Beverages, (f) Non-metallic minerals (Ceramics); Secondary set of industries are: (a) Chemicals, ) and (b) Paper and Packaging

**On-ground primary survey** was undertaken to validate the aptness of these initially shortlisted industries and to capture the feedback from investors. A total of 150 respondents (comprising of 115 Bangladeshi and rest foreign) were surveyed. Voice on ground also captured that the investors are facing challenges regarding high customs duties, time consuming customs clearance procedures, power shortage, unavailability of fuel (natural gas), and with overall logistics scenario in the country. These challenges (country specific, site specific, and sector specific) are causing hindrances to investment. Among the various site-specific challenges faced by manufacturers, hindering investment towards proposed EZ, it was observed that distance from the Chittagong port is listed as the common reason by the manufacturers.

Respondents opined that they have certain pre-requisites of investment. **Key pre-requisites** as divulged by the primary survey are:

- Qualified staff
- Availability of labor
- Availability of raw materials
- Access to CETP/STP
- Uninterrupted access to quality utility services (power, water, and gas)
- Warehousing facility

- Subsidized industrial land space and utility tariffs
- Prompt administrative procedures
- Access to concessional loans
- Corporate income tax subsidy

Many fiscal and infrastructure related pre-requisites are already under implementation by BEZA as part of its EZ incentive package and operational guidelines.

Following sectors have emerged as most suitable for this proposed EZ –

Primary set of industries

- Food & Beverages
- Pharmaceuticals
- Heavy Machinery (Iron & steel and metals)
- Leather and leather products
- Light Machinery and Equipment (including furniture)
- Non-metallic minerals (Ceramics)

Secondary set of industries

- Paper and Packaging
- Chemicals

The section above identifies the prospective sectors which are most suitable for the proposed EZ and same will be considered while assessing the year on year land demand. The sub-sector level assessment to identify the most suitable product/sub-sector which EZ can target has been furnished in Annexure 15.

# 6. Demand Forecast

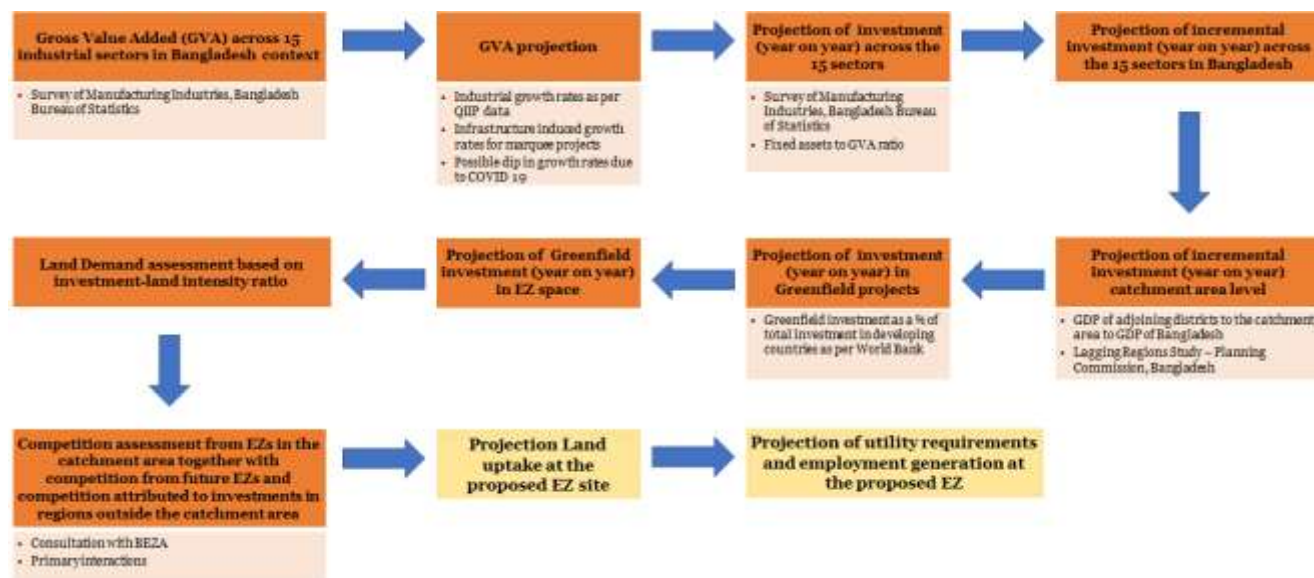
## 6.1. Purpose and Objective

The former chapter assessed various industrial sectors in the perspective of national and regional landscapes, and identifies the key sectors having potential to be developed in the proposed economic zone. As a next step, this chapter delves into estimating the year on year demand generated by these industries through a mathematical model prepared using statistics techniques. The model attempts to estimate the demand for land for the proposed economic zone for a span of 20 years. It also attempts to estimate the year on year demand for various utilities such as power, and water, and year on year employment generation. Basis the key findings of this demand model, land demand uptake and potential industrial mix for the proposed EZ is arrived at; this forms the basis of the best practice master planning and infrastructure planning.

## 6.2. Methodology of Demand Forecast

For estimation of demand of various parameters for the proposed economic zone, up-down approach is used, where macroeconomic parameters are estimated initially at the national level, and then they are boiled down to the regional level in order to understand the potential demand at the proposed economic zone. Figure 45 given here depict the methodology for the demand forecast.

Figure 45: Overall approach for demand forecast



Source: PwC Analysis

Stepwise approach has been elucidated in the following-

1. As a first step in demand forecasting exercise, GVA (Gross Value Addition) of best performing 15 industrial sectors is taken from SMI 2012 database for further forecasting purpose.<sup>179</sup>
2. GVA for these 15 industrial sectors have been forecasted based on industrial growth rates. It has been considered that these growth rates are generating owing to the organic growth rate(s) of the respective industrial sector(s). The possible dip in growth rates due to COVID 19 pandemic is also taken into consideration for years between 2020 to 2025.

<sup>179</sup> GVA stands for gross value addition for a given industry in a span of one year. The term is different from gross product, where gross value of final product is considered for calculation.

QIIP published for the month of May 2019 by BBS has been analyzed to find out CAGR for each of these industry sectors. The results obtained from the same have been further validated by detailed secondary research on sectoral outlook and industry trends in Bangladesh. Data points in support to these parameters are furnished in the annexure.

The decrease growth rates for different industries have been estimated in proportion to the decrease in growth rates of Bangladesh estimated by The World Bank in its report depicting the impact of COVID 19 on South Asia. The dips are taken after detailed assessment of possible impact of COVID 19 on various industries, which is further rated on a scale from one to five.

3. The year on year investment is calculated from the projected GVA values of the 15 industrial sectors using investment to GVA ratios (calculated from SMI 2012 data). Further GDP contribution of districts in the influence area is used to estimate the incremental investment in the influence region (defined in section 5.5 – “Regional Assessment”).
4. The investment projections are discounted further to boil down to the investments that will be accrued to the Greenfield projects in the influence area of the proposed EZ. The resulting investment forecast in Greenfield projects in the afore-mentioned influence area is subsequently discounted further to ascertain the magnitude of investment (year on year) that would be accrued to the Economic Zone space.
5. Investment-land intensity ratio is assessed on the basis of secondary research, industry sector outlook, and primary interaction with industries, which is further used to estimate the year on year land uptake in the various economic zones in the influence area.
6. In addition to the proposed EZ, various other economic zones are planned within its influence area. In consultation with BEZA officials and past experience, land uptake in these proposed economic zones have been prepared. After considering competition from these economic zones within the influence area, land uptake projection at the proposed EZ is arrived at.
7. Based on the shortlisted industry sectors suitable for the proposed EZ (identified in last chapter), land uptake projection has been calculated. Proceeds from the same have been used to formulate the best practice master planning and accordingly infrastructure requirements have been assessed.
8. Referring to secondary research and prevailing best practices, utility requirements and employment generation (per unit area) have been considered. These index figures have been validated through the primary interaction held on ground. Based on the same, projection of utility requirements and employment generation for the proposed EZ has been estimated.

It is to be noted that forecasting of land uptake, utility requirements and employment generation are based on the hypothesis elaborated above. Actual scenario during on-ground development of the proposed EZ may vary than this estimation.

## ***6.3. Demand Scenarios and Associated Assumptions***

### ***6.3.1. Demand Scenarios***

Three scenarios have been considered while developing the demand forecasting model.

- Aggressive case: Economic conditions of Bangladesh and the region are improving and behaving better than expected; as a result of the same, macro-economic indicators showing good prospect and potential infrastructure projects are commencing as scheduled.
- Base case: Economic conditions of Bangladesh and the region are showing steady trend and behaving as expected; macro-economic indicators also indicating good prospect.
- Conservative case: Economic conditions of Bangladesh and the region are showing lagging trend and behaving worse than expected; macro-economic indicators indicating hindrances to growth.

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All the three cases take into consideration the impact of COVID 19 pandemic on the country's economy.

### **6.3.2. Key Assumptions**

#### **1. Timing and related assumptions**

Looking at the landscape of competing economic zones in the country, various economic zones are at an advanced stage of development. These economic zones are Mirsarai Bangabandhu Sheikh Mujib Industrial City<sup>180</sup>, BEZA owned zones (like Dhaulghata in Maheshkhali, Jamalpur), 20<sup>181</sup> private EZs which have received final license & pre-qualification license, PPP EZ in Mongla, and G2G EZs (like Japanese EZ in Araihaazar, Chinese EZ in Anowara, Indian EZ in Mongla). There also lies the possibility that new EZs may be launched in the short term (coming five years). Market intelligence and hypothesis formed based on input from BEZA indicates that in the coming five years, majority of the investment in these EZs (which are at advanced stages of development and the possible new entrants) could be directed towards these EZs (which are at an advanced stage of development) and in EZs which are located in proximity to Dhaka and Chittagong. Considering the same, uptake at Araihaazar EZ was assumed to start in long term (i.e. after the next six to eight years) and thus it had been previously assumed in the model that industrial space uptake should commence from 2027 onwards.

In the post-COVID era, investors could be more risk averse in choosing an investment destination within Bangladesh and may express interest in more commercially prosperous clusters of the country. The impact of the COVID pandemic could also prompt investors to re-think their investment plans which may impact demand of industrial space uptake in economic zones.

Keeping cognizance of the above, we re-visited our earlier analogy and further it has been assumed that regulatory activities and study on the proposed EZ would start from 2023 owing to competition from other EZ locations and also factoring in the expected long-term effect of the global pandemic situation. Thus, construction activities can begin from 2024. Taking cues from similar developments across the globe, and the area being 413 acres, construction timeline of 5 years (from 2024 to 2028) has been considered.

Basis above timelines, it has been assumed that land uptake in the proposed EZ to commence from 2028 and accordingly a demand model has been prepared for 20 years (i.e. from 2028 to 2047).

#### **2. Industries considered for this assessment**

As elaborated in earlier chapter, following industries have been identified for the demand projection framework.

Primary set of industries:

- Food & Beverages
- Leather and Leather products
- Pharmaceuticals
- Non-metallic minerals
- Heavy Machinery, Iron & Steel and Metals
- Light Machinery and Equipment & Furniture

Secondary set of industries:

- Paper and Packaging

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<sup>180</sup> This is an integrated industrial arcade comprising of industrial tenants, PPP developers (such as SBG), and other developers (like BEPZA, BGMEA, Indian EZ to name a few). Mirsarai Bangabandhu Shiekh Mujib Industrial City is spread over 30,000 acres and details about the land allotment has been obtained from BEZA officials

<sup>181</sup> As per the information obtained from BEZA, details are provided in the annexure.

- Chemicals

### 3. Assumptions related to industrial growth rate (organic)

Basis primary survey of industrial units, growth trend and changing investment landscape in the country context were assessed. Based on the responses recorded during primary survey, organic industrial growth has been taken into cognizance. These growth rates are also revised for considering the possible impact of COVID 19 pandemic.

As outlined in the methodology of the demand forecast, following organic industrial growth rates have been assumed. The values considered are on the conservative side. Detailed rationale behind these assumptions are placed as annexure.

Table 52: Organic industrial growth rate related assumptions

Industrial Sectors	Description of the Assumptions
Food & Beverages	<ul style="list-style-type: none"> <li>• 8.5% annual growth from 2012 to 2019</li> <li>• 10% annual growth from 2028 to 2030</li> <li>• 9% annual growth from 2031 to 2047</li> </ul>
Leather and Leather products	<ul style="list-style-type: none"> <li>• 7% annual growth from 2012 to 2019</li> <li>• 8% annual growth from 2028 to 2030</li> <li>• 7% annual growth from 2031 to 2047</li> </ul>
Chemicals	<ul style="list-style-type: none"> <li>• 7% annual growth from 2012 to 2016</li> <li>• 8% annual growth from 2017 to 2019</li> <li>• 8% annual growth from 2028 to 2047</li> </ul>
Non-metallic mineral products	<ul style="list-style-type: none"> <li>• 11% annual growth from 2012 to 2019</li> <li>• 12% annual growth from 2028 to 2035</li> <li>• 11% annual growth from 2036 to 2047</li> </ul>
Heavy Machinery, Iron & Steel and Metals	<ul style="list-style-type: none"> <li>• 8% annual growth from 2012 to 2016</li> <li>• 9% annual growth in 2017 and 2019</li> <li>• 9% annual growth from 2028 to 2047</li> </ul>
Paper and Packaging	<ul style="list-style-type: none"> <li>• 8% annual growth from 2012 to 2016</li> <li>• 10% annual growth in 2017 and 2019</li> <li>• 10% annual growth from 2028 to 2047</li> </ul>
Pharmaceuticals	<ul style="list-style-type: none"> <li>• 10% annual growth from 2012 to 2018</li> <li>• 12% annual growth in 2019 and 2028</li> <li>• 10% annual growth from 2029 to 2047</li> </ul>
Light Machinery and Equipment & Furniture	<ul style="list-style-type: none"> <li>• 15% annual growth from 2012 to 2019</li> <li>• 18% annual growth from 2028 to 2029</li> <li>• 15% annual growth from 2029 to 2047</li> </ul>

Note: For span between 2020 to 2027, the growth rates are impacted majorly due to COVID 19, and hence are estimated separately. Hence, they are not mentioned in the above table.

Source: QIIP May 2019 by Bangladesh Bureau of Statistics; Secondary Research and PwC Analysis

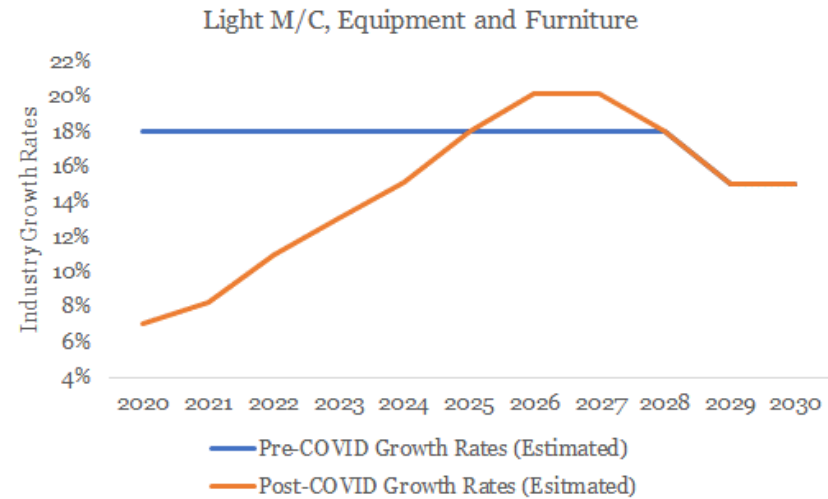
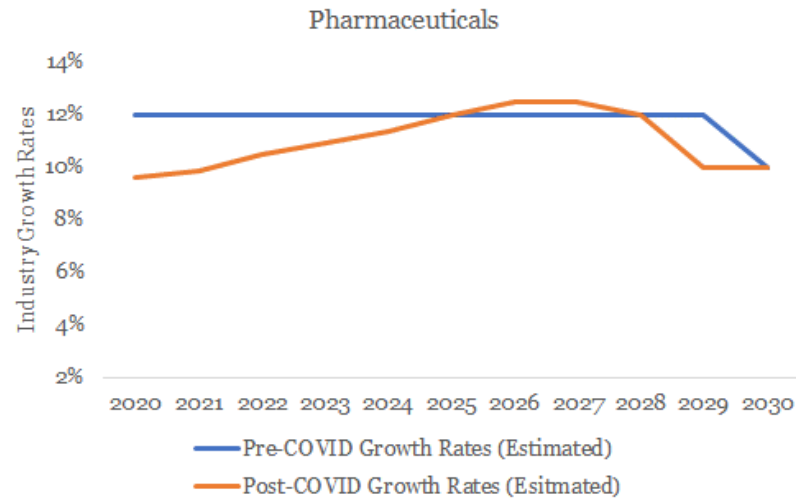
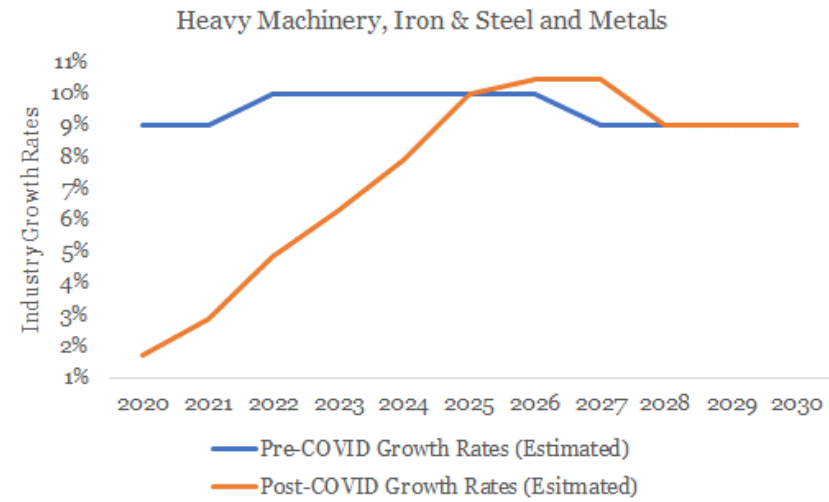
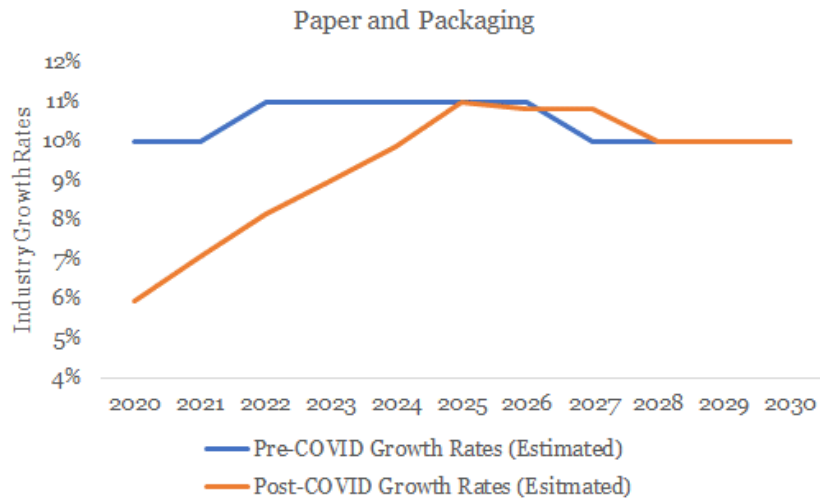
On the other side, the growth rates between 2020 and 2027 are majorly impacted due to COVID 19 outbreak started in 2020. Figure 46 depicted the impacted growth rates for the above industries due to COVID 19 during this period.



Figure 46: Revised Growth Rates of Industries due to COVID 19 pandemic



Figure 47: Revised Growth Rates of Industries due to COVID 19 pandemic



## The Rationale behind the growth rates:

Due to the outbreak of COVID 19 pandemic in the country, and across the globe, the industry growth for various industrial sectors is expected to suffer in short term. In order to consider this, each industry is assessed in the perspective of COVID 19 pandemic impact, and revised growth rates are estimated based on the economic forecasts of the World Bank. These industrial growth rates are estimated to dip in the initial years (2020 to 2025), while they are expected to pick up due to low base effect along with possible economic boom for next couple of years. From Figure 46, the dip in growth rates between 2020 to 2025 can be observed, while the expected boom post the dip can also be seen for year 2026 and 2027.

### 4. Assumptions related to investment inflow in the influence area of the proposed EZ in Araihaazar

Out of the total investment forecasted at the country level, certain portion is expected to inflow at the influence area (refer to section 5.5 – “Regional Assessment”) level for the proposed EZ. A part of this investment inflow is Greenfield in nature (involves setting up of new facilities). Out of the total Greenfield investment estimated at the influence area level, it has been assumed that a certain quantum would take place in the economic zones proposed within this area. Following table captures the assumptions related to investment inflow in economic zones of the influence area for the proposed EZ.

Table 53: Assumptions related to investment inflow in economic zones of Dhaka division

Details	Conservative	Base	Aggressive
Investment in the EZ influence area as % of the total investment estimated for the country	24.5%	25.0%	25.5%
% of Greenfield investment	49.0%	50.0%	51.0%
Investment in economic zones (%) out of total Greenfield investment	29.0%	30.0%	31.0%

Source: Secondary research and PwC Analysis

Based on information availed from secondary research and PwC analysis, the districts constituting the influence ‘area of the proposed EZ contributes to ~24.4.0% of GDP of the country. Thus, investment in this influence area has been assumed as 25% (in base case) of the total investment inflow in the country. Research articles suggest that in developing countries, % of Greenfield investment is ~57.85%.<sup>182</sup> Thus in base case, 50% of Greenfield investment has been assumed.

BEZA has embarked into an ambitious journey of setting up of 100 economic zones across Bangladesh by 2029. In addition, a significant number of these planned EZs are proposed in the Dhaka division. Keeping in cognizance of the same, it has been assumed that in base case, 30% novel investment in economic zones (out of total Greenfield investment) would flow in.

Detailed rationale behind these assumptions are placed as annexure.

### 5. Assumptions related to investment-land intensity and number of establishments

Based on prevailing practices and primary interaction with industries and taking in cognizance similar developments in the geographical context, investment-land intensity ratio (investment per unit land area) for the shortlisted industries have been arrived at. These figures are indicative in nature and may vary depending on the exact stage of value chain and the type of finished goods.

It is very difficult to estimate number of industrial establishments in any economic zone during project conceptualization stage. Synthesizing number of industrial establishment data obtained from Survey of Manufacturing Industries 2012 with the feedback obtained from primary survey, number of industrial

<sup>182</sup> [http://documents.worldbank.org/curated/en/628261468781753575/110510322\\_20041117173021/additional/325780wps3192.pdf](http://documents.worldbank.org/curated/en/628261468781753575/110510322_20041117173021/additional/325780wps3192.pdf)

establishments per unit acre figures have been arrived at. It has also been taken into consideration that as per prevailing BEZA development guidelines, minimum land plot size is 1 acre.

While calculating the above, it has been assumed that the proposed EZ houses only small, medium, and large-scale industries.<sup>183</sup>

Table 54: Assumptions related to investment-land intensity ratio

Industrial Sectors	Investment (BDT million) per acre	Area (acre) Requirement for each industrial establishment (small, medium and large)
Food & Beverages	36.76	2.00
Leather and Leather products	48.30	2.00
Chemicals	223.17	1.00
Non-metallic mineral products	58.82	5.00
Heavy Machinery, Iron & Steel and Metals	86.18	10.00
Paper and Packaging	122.57	1.00
Pharmaceuticals	153.13	1.00
Light Machinery and Equipment & Furniture	203.25	1.00

Source: Secondary research, primary interaction with industries and PwC Analysis

## 6. Assumptions related to competition from other proposed EZs within influence division

Basis discussion with BEZA officials and data provided in BEZA website, information on the competing manufacturing EZs within the influence area have been gathered. Following table captures information about the same.

Table 55: Competing economic zones within influence division

Sl. No.	Name of EZ	Location	District	Gross area (acres) <sup>184</sup>	Remarks
1	Narayanganj Economic Zone	Bandar and Sonargaon	Narayanganj	875	Govt. driven
2	Narayanganj Economic Zone, Sonargaon	Sonargaon	Narayanganj	1000	Govt. driven
3	Araihazar Economic Zone-1	Araihazar	Narayanganj	1010	Govt. driven
4	Meghna Industrial Economic Zone	Sonargaon, Narayanganj	Narayanganj	80	Private
5	Meghna Economic Zone	Sonargaon, Narayanganj	Narayanganj	68	Private

<sup>183</sup> Definitions of Small, Medium, and Large industries are as per Survey of Manufacturing Industries (2012) published by Bangladesh Bureau of Statistics

<sup>184</sup> This indicates the total area of the competing EZs. Details of the same and the occupancy pattern (as per market intelligence and discussion with BEZA officials) are furnished in the annexure

Sl. No.	Name of EZ	Location	District	Gross area (acres) <sup>18.4</sup>	Remarks
6	Aman Economic Zone	Sonargaon, Narayanganj	Narayanganj	150	Private
7	Sonargaon Economic Zone, Sonargaon	Sonargaon, Narayanganj	Narayanganj	350	Private
8	City Economic Zone	Rupganj, Narayanganj	Narayanganj	116	Private
9	Gajaria Economic Zone	Gajaria	Munshiganj	98	Govt. driven
10	Abdul Monem Economic Zone	Gajaria	Munshiganj	197	Private
11	Standard Global Economic Zone	Gajaria, Munshiganj	Munshiganj	108	Private
12	Hoshendi Economic Zone	Gajaria, Munshiganj	Munshiganj	108	Govt. driven
13	A.K. Khan and Company Ltd. Economic Zone	Narsingdi	Narsingdi	200	Private
14	Arisha Economic Zone	Dhaka	Dhaka	85	Private
15	Bashundhara Economic Zone	Dhaka	Dhaka	56	Private
16	East West Economic Zone	Dhaka	Dhaka	54	Private
17	City Special Economic Zone	Dhaka	Dhaka	116	Private
18	Dhaka SEZ, Keraniganj	Dhaka	Dhaka	105	Govt. driven
19	Dhaka Economic Zone, Dohar	Dhaka	Dhaka	312	Govt. driven
20	Bay Economic Zone	Gazipur	Gazipur	65	Private
21	Shreepur Economic Zone	Gazipur	Gazipur	510	Govt. driven
22	Investments opting for other regions in the country & Future competition	-	-	1699	Investments in the EZ space can also deviate towards other regions in the country owing to the prosperity of the Dhaka division. In order to factor that in our calculations and to factor the effect of future competitions that may creep up in the form of more EZs in the same influence area, we have assumed that ~30% of the total land of the competing zones will be contributing to lost demand in the form of investments opting for other regions in the

Sl. No.	Name of EZ	Location	District	Gross area (acres) <sup>18.4</sup>	Remarks
					country & future competition

Source: BEZA website and discussion with BEZA officials

In line with the above information, industrial space uptake in the competing EZs have been assumed. Details of the same are placed in the annexure. Basis market intelligence and suggestions obtained from various BEZA officials, and realistic development scenarios of these competing EZs, this assumption has been formulated. However, on ground scenario may vary than this assumption.

## 7. Industrial space requirement as % of total land area

In any EZ, a certain proportion is allotted for industrial space. Remaining portion is kept reserved for allied on-site infrastructure (such as internal road connection, water and sewer system, effluent treatment facilities and utility connection) and non-processing zone (such as entrance plaza, social infrastructure, skill development facilities, green space and other amenities). Typically, 65% to 75% of the total land area is earmarked for industrial purposes. In small land parcels, this % is higher and it is lower for large land parcels. Considering the size of this land parcel (413 acres), it has been assumed that 70% of the total land area would be earmarked for industrial purposes. However, this is tentative and based on development guidelines of BEZA & similar developments worldwide.

## 8. Utility requirements and employment generation

Standard industry benchmarks and excerpts from the primary survey have been referred to arrive at the benchmark figures (per unit area) towards estimation of utility requirements and direct employment generation. It is to be noted that these figures are indicative in nature. These figures may vary during on-ground implementation of the proposed EZ and as per the stage in the value chain for the industry. These figures are also dependent on the production capacity and exact type of finished goods being produced.

Following table captures these benchmark figures.

Table 56: Utility requirements and employment generation- benchmark figures

Industry sectors	Power requirements (kVA per acre)	Water requirements (Cum per day per acre)	Direct Employment generation (Number per acre)
Food & Beverages	185.00	40.00	23
Leather and Leather Products	125.00	70.00	54
Chemicals	185.00	60.00	164
Non-Metallic Minerals	125.00	50.00	603
Heavy Machinery, Iron & Steel and Metals	185.00	50.00	82
Paper and Packaging	185.00	70.00	195
Pharmaceuticals	145.00	60.00	149
Light Machinery and Equipment & Furniture	125.00	50.00	186

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*Source: Industry best practices & standard benchmarks, primary survey*

Basis primary survey, most of the industries use gas as fuel source to generate power and for boiler usage. Depending on the value chain requirements and requirements of factors of production, the same would vary. It is very difficult to estimate gas requirements without comprehending the exact requirements and exact product type from these industries. Thus, estimation of gas requirement has not been carried out in this module.

## 6.4. Demand Forecasting

### 6.4.1. Industrial Space Uptake

Based on the above stated assumptions, industrial space occupancy for the three scenarios are captured in the following table.

Table 57: Industrial space occupancy (in %) for the three scenarios (cumulative)

Scenarios	2028	2029	2030	2031	2032	2033
Conservative	4%	8%	14%	19%	28%	36%
Base	11%	18%	28%	37%	49%	62%
Aggressive	14%	25%	38%	51%	67%	84%

Source: Statistical projection technique; Demand Forecasting

Table 58: Industrial space occupancy (in %) for the three scenarios (cumulative)

Scenarios	2034	2035	2036	2037	2038 to 2047
Conservative	44%	53%	69%	86%	100%
Base	75%	89%	100%	100%	100%
Aggressive	100%	100%	100%	100%	100%

Source: Statistical projection technique; Demand Forecasting

In the Pre-COVID scenario, our analysis indicated that across the three scenarios (i.e Conservative, Base and Aggressive), it is taking 10, 8 and 7 years respectively for the zone to achieve full occupancy (uptake year starting from 2027). In the post-COVID scenario, the uptake trend has changed (for the Conservative and Base scenarios) due to slowdown in industrial growth which has affected the demand of industrial land in the short term, which is evident through the fact that the EZ fails to gain land demand in 2027 (as it did previously) and as a result uptake has been shifted to start from 2028. Moreover, in the post-COVID scenario, it is taking 11, 9 and 7 years (in Conservative, Base and Aggressive scenarios respectively) for the zone to achieve full occupancy.

Detailed calculations are furnished in the annexure. Following tables elucidates the industrial sector wise industrial space uptake for the three scenarios.



Table 59: Industrial space uptake- Conservative Scenario (figures in acres) - cumulative

Industries	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Food & Beverages	6	11	19	26	36	47	57	68	88	109	126
Leather and Leather Products	0	1	2	2	3	4	4	5	6	8	9
Chemicals	0	0	1	1	1	2	2	2	3	4	4
Non-Metallic Minerals	3	6	10	14	21	28	34	42	55	69	80
Heavy Machinery, Iron & Steel and Metals	1	3	4	6	9	12	14	17	22	28	32
Paper and Packaging	0	0	1	1	1	2	2	3	4	5	5
Pharmaceuticals	1	2	3	4	6	7	9	11	14	18	21
Light Machinery and Equipment & Furniture	0	1	1	2	2	3	4	5	7	9	11
<b>Total</b>	<b>12</b>	<b>24</b>	<b>41</b>	<b>56</b>	<b>80</b>	<b>104</b>	<b>127</b>	<b>154</b>	<b>200</b>	<b>248</b>	<b>289</b>

Source: Statistical projection technique; Demand Forecasting (kindly ignore the rounding off)

Table 60: Industrial space uptake- Base Scenario (figures in acres) - cumulative

Industries	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Food & Beverages	15	25	37	49	64	80	97	115	128	128	128
Leather and Leather Products	1	2	3	4	5	6	7	8	9	9	9
Chemicals	1	1	1	2	2	3	3	4	5	5	5
Non-Metallic Minerals	8	13	20	27	37	47	58	70	79	79	79

Industries	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Heavy Machinery, Iron & Steel and Metals	3	6	9	12	16	20	24	29	32	32	32
Paper and Packaging	1	1	1	2	3	3	4	5	5	5	5
Pharmaceuticals	3	4	6	8	10	13	16	19	21	21	21
Light Machinery and Equipment & Furniture	1	2	2	3	4	6	7	8	10	10	10
<b>Total</b>	<b>32</b>	<b>53</b>	<b>80</b>	<b>106</b>	<b>141</b>	<b>178</b>	<b>216</b>	<b>258</b>	<b>289</b>	<b>289</b>	<b>289</b>

Source: Statistical projection technique; Demand Forecasting (kindly ignore the rounding off)

Table 61: Industrial space uptake- Aggressive Scenario (figures in acres) - cumulative

Industries	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Food & Beverages	19	34	51	68	89	110	130	130	130	130	130
Leather and Leather Products	2	3	4	5	7	8	10	10	10	10	10
Chemicals	1	1	2	2	3	4	5	5	5	5	5
Non-Metallic Minerals	10	18	27	37	50	65	78	78	78	78	78
Heavy Machinery, Iron & Steel and Metals	4	8	12	16	22	27	32	32	32	32	32
Paper and Packaging	1	1	2	3	4	4	5	5	5	5	5
Pharmaceuticals	3	5	8	11	14	18	21	21	21	21	21
Light Machinery and Equipment & Furniture	1	2	3	4	6	8	9	9	9	9	9
<b>Total</b>	<b>41</b>	<b>72</b>	<b>109</b>	<b>146</b>	<b>194</b>	<b>244</b>	<b>289</b>	<b>289</b>	<b>289</b>	<b>289</b>	<b>289</b>

Source: Statistical projection technique; Demand Forecasting (kindly ignore the rounding off)

In accordance to the above estimated land demand, number of industrial establishments (small, medium, and large) has also been estimated. Following table (in the next page) captures the same.

Table 62: Estimation of Industrial Establishments- cumulative

Scenarios	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Conservative	6	11	18	25	36	46	56	68	88	110	128
Base	14	24	36	47	63	79	96	114	128	128	128
Aggressive	18	32	49	65	86	108	128	128	128	128	128

Source: Statistical projection technique; Demand Forecasting (kindly ignore the rounding off)

### 6.4.2. Utility Requirements

In line with the industrial space uptake projections, following tables elaborates the forecasting of utility (power and water) requirements at the proposed EZ.

Table 63: Power Requirements- Three Scenarios (figures in MVA) – cumulative

Scenarios	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Conservative	2.0	4.0	6.7	9.2	13.0	16.8	20.6	25.0	32.3	40.1	46.7
Base	5.2	8.7	13.0	17.2	23.0	28.9	35.0	41.8	46.8	46.8	46.8
Aggressive	6.6	11.7	17.8	23.8	31.5	39.6	46.9	46.9	46.9	46.9	46.9

Source: Statistical projection technique; Demand Forecasting (kindly ignore the rounding off)

Table 64: Water Requirements- Three Scenarios (figures in MLD) – cumulative

Scenarios	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Conservative	0.58	1.16	1.93	2.67	3.79	4.92	6.04	7.32	9.47	11.78	13.73

Scenarios	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Base	1.50	2.52	3.77	5.01	6.69	8.43	10.23	12.25	13.72	13.72	13.72
Aggressive	1.92	3.39	5.15	6.92	9.18	11.56	13.71	13.71	13.71	13.71	13.71

Source: Statistical projection technique; Demand Forecasting (kindly ignore the rounding off)

The above stated utility consumption figures were taken at a conception and on basis on primary surveys undertaken among various industry sector players in Bangladesh. Actual demand estimation of utility has been undertaken in the Infrastructure Planning chapter, based on prevailing development guidelines in Bangladesh context.

### 6.4.3. Employment Generation

In line with the industrial space uptake projections, following figure elaborates the forecasting of direct employment generation from the proposed EZ.

Table 65: Direct employment generation for the three scenarios

Scenarios	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Conservative	2,332	4,734	7,945	11,176	16,159	21,243	26,387	32,317	41,971	52,418	61,330
Base	6,077	10,270	15,480	20,926	28,381	36,224	44,446	53,812	60,393	60,393	60,393
Aggressive	7,783	13,854	21,159	28,928	38,975	49,710	59,509	59,509	59,509	59,509	59,509

Source: Statistical projection technique; Demand Forecasting (kindly ignore the rounding off)

Detailed calculations are furnished in the annexure.

### 6.5. Key Takeaways

- Three scenarios (conservative, base, and aggressive) have been developed to forecast land demand for the proposed EZ. Base scenario assumes Business-as-Usual situation for the overall economic condition of the country and the influence region; whereas the conservative (aggressive) scenarios assume bad (good) performance of economic and infrastructure indicators in regard to the country and the influence region.

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- Previous assumptions related to industrial growth rates has been revised to factor in the effect of the COVID-19 pandemic. The effect of the same has been considered and it is observed that it has affected the land uptake projections. As a result, the time period for the proposed has been deferred as compared to pre-COVID.
  - Our analysis indicates that in conservative case, complete land uptake would take place in 11 years. For base and aggressive cases, the same would be spread over 9 years and 7 years respectively in the Post-COVID scenario. In Pre-COVID scenario, the uptake trend was 10, 8 and 7 years across Conservative, Base and Aggressive scenarios respectively; however, the start year for land uptake has been considered from 2028 owing to slowdown of industrial growth due to the pandemic.
  - Our analysis indicates that Food & Beverages and Non-metallic Minerals exhaust most of the industrial land (~72%). Followed by Heavy Machinery, Iron & Steel Metals (~11%). Other sectors such as Leather & Leather products, Chemicals, Paper & Packaging, Pharmaceuticals, Light Machinery and Equipment & Furniture constitute the rest of the industrial mix (~17%)
  - Total number of industrial establishments (small, medium, and large) across Conservative, Base and Aggressive scenario is 128.
  - For conservative case, ultimate power and water demand have been estimated as 46.70 MVA and 13.73 MLD; For base case, ultimate power and water demand have been estimated as 46.80 MVA and 13.72 MLD; For aggressive case, ultimate power and water demand have been estimated as 46.90 MVA and 13.71 MLD.
  - Proposed EZ is expected to generate direct employment of 61,330 in conservative case. In base and aggressive cases, employment generation figures could be 60,393 and 59,509. These figures are indicative and may vary during implementation.

# 7. Transport Assessment

## 7.1. Purpose and Objective

Transport Assessment is a systematic and comprehensive process that lists and analyzes current transport facilities (which includes Road connectivity, Land Ports, Sea Ports and Inland and Water Terminals, Airports and Railways), various issues and challenges related to such facilities and future plans linked to a proposed development. A well developed and linked transport infrastructure facilitates easy movement of people and material to and from a proposed development. In an increasingly globalized economy, industrial development of any region or sector needs to be linked to the development of areas that support the development of the same industry and sector. Hence, analysis and development of the current transport sector associated with the said development is very important as it ensures movement of traffic in and out to major international transit gateways and domestic centers.

This chapter will highlight and assess the current transport infrastructure available in the vicinity of proposed EZ site and existing connectivity with major international transit points. A comprehensive study of the transport infrastructure consisting of road, railway, IWT, port and airport will be performed to understand as-is scenario. The impact of the development of proposed EZ site on all transport modes will be considered and proposals to upgrade the existing transport network in order to support the proposed EZ site will be explained.

## 7.2. Methodology of Transport Assessment

The approach adopted to assess the transport infrastructure, supporting movement of goods and passengers in the vicinity of the proposed EZ site is segregated into 2 modules. 1<sup>st</sup> module deals with evaluation of the existing status of different modes of transport with respect to its features, connectivity, traffic flow, ongoing projects for upgradation and transportation costs involved. 2<sup>nd</sup> module contains recommended upgradations of different modes of transport infrastructure to support the future traffic flows due to the proposed EZ, cost implication of such upgradations, timeframe over which the upgradation should take place and the departments responsible for the concerned upgradation.

Figure 48: Transport Assessment Methodology

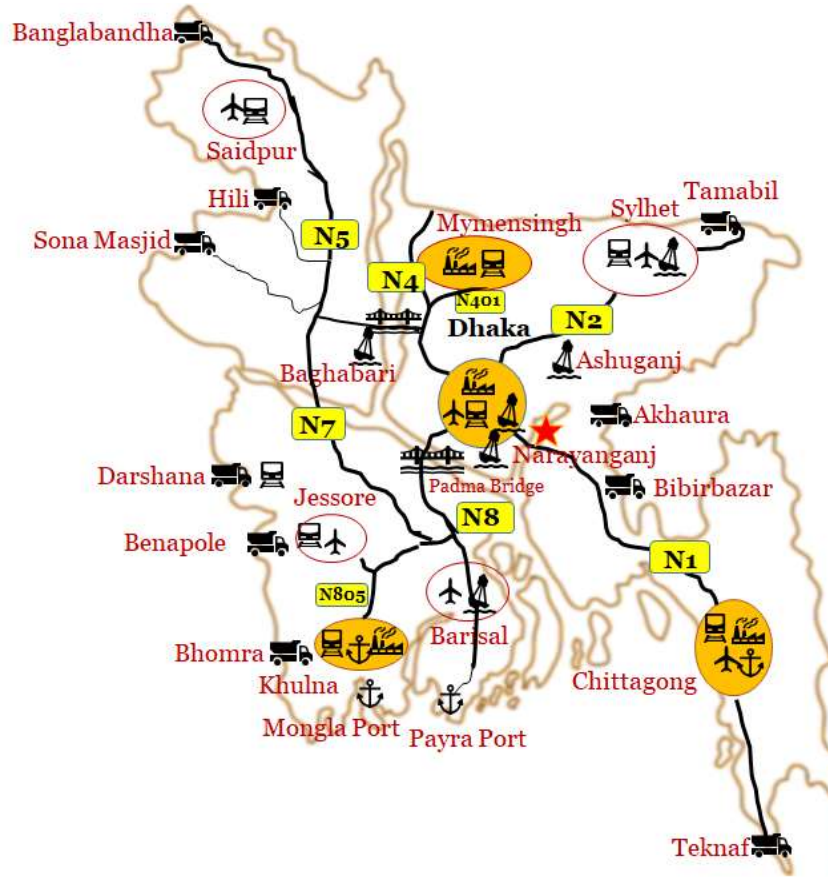


Source: PwC Analysis

### 7.3. Review of National Infrastructure with respect to site

A macro level view of major transport nodes across Bangladesh has been outlined in the figure below –

Figure 49: Bangladesh’s major transport nodes with respect to Proposed EZ site



**Legends:**

- Land port
- Major IWT Node
- Major Rail Node
- Sea Port
- Airport
- Proposed EZ
- Major National Highway
- Major Industrial Hub

**Distance from the Major National Infrastructure Nodes:**

Node	Distance (Km)	Node	Distance (Km)
Dhaka	64	Chittagong	258
Narayanganj	53	Gazipur	62
Akhaura	116	Bibirbazar	120
Mymensingh	154	Sylhet	226
Barisal	232	Narsingdi	34

**Major Highways:**

- N4 – Joydebpur – Jamalpur Highway
- N8 – Dhaka – Mawa Highway
- N2 – Dhaka-Sylhet Highway
- N6 – Dhaka – Rajshahi Highway
- N5 – Dhaka-Rangpur Highway
- N1 – Dhaka – Chittagong
- N401 – Madhupur – Mymensingh Highway

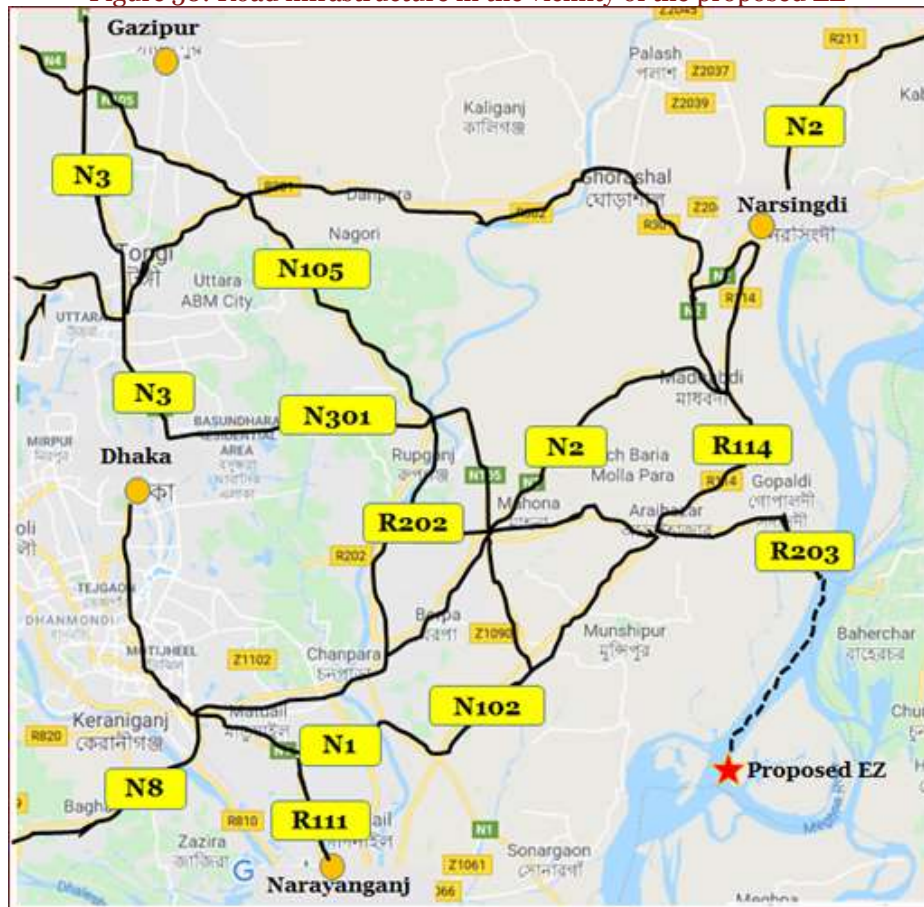
Source: PwC Analysis

### 7.3.1. Road connectivity

Road connectivity is essential to foster last mile connectivity of cargo from source to destination. Good access to roadways shall enable seamless movement of cargo to/ from the proposed EZ to industrial nodes and trade gateways.

Following figure captures the road infrastructure in the vicinity of the project site.

Figure 50: Road infrastructure in the vicinity of the proposed EZ



Source: Google Map and PwC Analysis

Above figure elucidates that the proposed EZ is in close proximity to Narayanganj and Dhaka, capital city but however lacks last mile connectivity through road network as the EZ is located on an island. Other major Industrial hubs nearby are Gazipur (has industries such as Cotton, Machine Tools, Pharmaceuticals), Narsingdi (has industries such as Cotton, Jute).<sup>185</sup> Close proximity to major industrial hubs will ensure steady demand and ready markets for the economic zone in Araihaazar. Thus, domestic market-oriented industries stand a good chance to flourish in the proposed EZ.

**Proposed EZ is located on a river Island which lacks the road connectivity thus a bridge needs to be constructed to connect it from mainland.**

<sup>185</sup> [https://www.researchgate.net/figure/Map-of-Bangladesh-locating-the-major-industrial-zones\\_fig1\\_265553731](https://www.researchgate.net/figure/Map-of-Bangladesh-locating-the-major-industrial-zones_fig1_265553731)



### **7.3.1.1. Highways near the proposed EZ**

As shown in Figure above, the proposed EZ adjacent to Meghna River and does not have direct road access. The site is accessible via waterways from Bishnandi ferry ghat which is at a distance of 11 km from the site. Nearest highway/trunk connectivity to the site is provided by Dhaka-Chittagong highway (N1) which is at a distance of 35 km from the site (including ferry ride across Meghna river). The proposed site is connected to N1 via R203 (which originates from Bhulta on the mainland and extends till Nabinagar - Radhika road) and Araihasar-Narsingdi highway (R114), and further through Bostail-Madanpur highway. N1 connects the project site with Dhaka (64 km) and Chittagong (258 km). Presently, R203 is a two lane bituminous road maintained by RHD and can support the movement of heavy vehicles and no traffic stagnation takes place on this stretch. R203 has an average width of 4.18 m.<sup>186</sup> R114 is a two lane bituminous has an average width of 6.03 m.<sup>187</sup> Once, the construction and operations commence at the proposed EZ, the road widths could hinder smooth flow of traffic on these roads as it will not be able to support two way traffic of cargo carrying large vehicles, resulting in congestion and increased risk of accident.

The western boundary of the site is adjacent to Meghna river. During the preliminary site visits, it was observed that the site can also be accessed through Khagkanda ferry ghat which is at a distance of 5km from the proposed site.

The site is accessible via waterways from Bishnandi ferry ghat which is at a distance of 11 km from the site. And is further connected with Narayanganj (53 km) through R203 (which originates from Bhulta on the mainland and extends till Nabinagar - Radhika road), R114 (Nayapur-Araihasar-Narsingdi-Raipura Road) and Dhaka City Bypass (N102) which further connects to Dhaka-Narayanganj Road (R111).

N1, N102 are black top roads which can support movement of heavy vehicles. Dhaka-Chittagong highway is a mix of 4-lane and 2- lane roads having an average width of 8.35 meters and bulk of the commercial traffic passing between Dhaka-Chittagong make use of this road. The location of proposed EZ site is favorably in proximity to Dhaka. However, the last mile connectivity to this is only through water ways. This will result in increased turnaround time for cargo and hinder growth of Economic Zone.

#### **Vehicular Traffic**

As per data available in Roads and Highways Department (RHD) database, Average Annual Daily Traffic (AADT) for R203 is 4,270 vehicles, out of which 3,409 is motorized, rest is non-motorized. Traffic volume in R203 is very less as compared to the traffic volume of busiest road links in the country.

Data from RHD reveals that AADT for R114 is 6,844 vehicles, out of which 5,192 is motorized, rest is non-motorized. AADT signifies the volume of vehicular traffic on a highway or road. With the above data, it can be inferred that the traffic or road volume utilization isn't maxed out, and hence in the initial years, investors in the EZ will not face congestion issues.

As per data available in Roads and Highways Department (RHD) database, Average Annual Daily Traffic (AADT) for N1 is 12,582 vehicles, out of which 11,896 is motorized, rest is non-motorized.

Data from RHD reveals that AADT for N102 is 12,212 vehicles, out of which 10,860 are motorized and rest is non-motorized. The existing Dhaka-Chittagong highway (N1) is proposed to be augmented from 4-lane

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<sup>186</sup> Roads and Highways Department

<sup>187</sup> Roads and Highways Department

to 6-lane. This would allow a faster 2-way movement of heavy vehicles, which is essential for transporting construction material, as well as raw material and manufactured goods.

### ***7.3.1.2. Trunk Connectivity to Dhaka, Narayanganj, Gazipur, Narsingdi and Mymensingh***

Trunk connectivity to the following major urban/industrial nodes in vicinity of the proposed EZ site are highlighted below. These are –

- Dhaka
- Narayanganj
- Gazipur
- Narsingdi
- Mymensingh

**Dhaka** city is the capital and largest city of Bangladesh. It is the commercial hub of the country, attracting people from all over Bangladesh, who migrate to Dhaka in search of job and business prospects. Large corporate houses (both domestic and foreign) in Bangladesh have their head-office in Dhaka. Several major industries like textile/ RMG, pharmaceutical, leather, food processing, cement, electrical & electronics, FMCG etc. are located in and around this city. The proposed EZ is around 64 km from Dhaka city and can be accessed via Bhulta -Nabinagar- Radhika road (R203), Dhaka-City Bypass (N105) and Purbachal Express Highway (N301). The travel time to reach Dhaka city from the proposed EZ site is approximately 2 hours.

**Narayanganj** is on the bank of the Shitalakshya river and is the third-largest city of Bangladesh. The port of Narayanganj is an important shipping and industrial center. It is also among the busiest trade markets of the country. Several industries like jute and cotton mills, Machinery and metal products, chemicals, and pulp and pulp products are located in and around the Narayanganj district. The proposed EZ is around 53 km from Narayanganj and is accessible from road via Bhulta -Nabinagar- Radhika road (R203), Dhaka City Bypass(N105) and further through Dhaka-Narayanganj road (R111).

**Gazipur** is located to the north of capital city, Dhaka. It is a major industrial area . Several industries such as Garments industry, Aluminum factory, Textile mill, Pharmaceutical industry, Cosmetics industry, Machine tools factory, Diesel plant, Security printing press, Ordnance factory, Ceramics factory, Packaging industry, Brick field etc. are located in and around this district. The proposed EZ is around 62 kms from Gazipur district and can be accessed via R203, N105 and Deora-Joydebpur road requiring a travel time of 2.5 hours from the site.

**Narsingdi** located 50 km north of capital city, Dhaka. The district is famous for its textile craft industries. The proposed EZ is around 34 km from the Narsingdi district. It can be accessed from the proposed EZ site via R203 and Narsingdi-Araihazar highway (R114) requiring a travel time of 1.75 hours.

**Mymensingh** located on the banks of Brahmaputra river, about 120 km north of Dhaka. It is a major financial center of North Central Bangladesh and the eighth largest city in Bangladesh. It is known for its jute industries. The proposed EZ is around 154 km from Mymensingh city and can be accessed by the R203, Dhaka-Sylhet Highway (N2) and Dhaka-Mymensingh highway (N3). The travel time is approximately 4 hours.

**The existing industries in the above-mentioned areas could serve as source of raw materials and prospective local markets for the industries in the proposed EZ. However due to lack of**

**last mile road connectivity the logistics time as well as cost will increase. This might impact the growth of Economic Zone.**

### 7.3.2. Land ports

Bangladesh and India share a border line of 4,096 km, which is the fifth longest border in the world.<sup>188</sup> Such a long land border creates opportunity for mutually beneficial foreign trade. Land ports facilitates trade and commerce between two countries, since they provide secure gateways through which cargo can be transported. Facilities that can be developed at land ports include weighbridges, cargo handling stations, warehouses, Inland Container Depots etc. Currently, India and Bangladesh have 23 land ports to facilitate trade between the two countries.<sup>189</sup>

Under the Bangladesh Sthala Bandar Kartipaksha Act, 2001, the Bangladesh Land Port Authority (BLPA) came into being to facilitate and improve between Bangladesh and neighboring countries. BLPA functions under the Ministry of Shipping.

**Akhaura land port** is the closest land port on the eastern border of Bangladesh, which is located at a distance of 116 km from the proposed EZ site, requiring a travel time of approximately 3.5 hours. This land port is being operated by own management of BLPA. It has a capacity to handle 0.5 million Metric Tonnes (MT) of goods per year and storage capacity of 2,000 MT.<sup>190</sup> Access to Akhaura takes place via Bhulta - Nabinagar- Radhika road (R203), Araihasar – Narsingdi Highway (R114) and further through Dhaka-Sylhet highway. The major items of import and export through this port has been listed in table below.

**Table 66: Types of goods being traded through Akhaura land port**

<b>Major imports</b>	Bamboo, Turmeric, Watch, Ginger, Marble slab, Fruits etc.
<b>Major exports</b>	Processed stone, Bricks, Tiles, Fish, Cement, Battery etc.

Source: Data from Bangladesh Land Port Authority Website

The items of trade enlisted in the tables above, indicate that presently heavy machineries or industrial goods are not traded between Bangladesh and India through this port. This reveals that regional economy in vicinity of the land port for both Bangladesh and India is non-industrialized and majorly dependent on agriculture and light engineering. However, with growing urbanization, this region could witness a rise in demand for industrial goods and heavy machinery. Industries that would operate in the proposed EZ could cater to various consumer demand in the region and source raw materials by leveraging this land port. The following table depicts the quantity of exports and imports through Akhaura land port.

**Table 67: Export and Import through Akhaura land Port (in MT)**

Year	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19
Export	372,381	278,377	635,547	568,480	214,755	201,580	209,962
Import	60	251	60	11	2	60	99

<sup>188</sup> <http://www.thehindu.com/news/national/half-of-indiabangladesh-border-fenced/article17396794.ece>

<sup>189</sup> Bangladesh Land Port Authority

<sup>190</sup> BLPA

Source: BLPA

The above table indicates that the cargo is mainly exported from these land port. Industries coming up within the EZ could source the raw materials and export the finished goods by leveraging this landport.

**Akhaura landport is connected through inland waterway from the proposed EZ making transfer of raw materials or finished goods alike easier to be transported to India, one of the major trade partners of Bangladesh.**

**Bibirbazar land port** on the south-eastern border of Bangladesh is another land port which is situated at a distance of 120 km from the proposed EZ site, requiring a travel time of approximately 3.5 hours. The proposed EZ site is connected to the land port via Bhulta -Nabinagar- Radhika road (R203), Dhaka City Bypass(N105), Dhaka-Chittagong highway (N1) and further through Comilla-Baria bypass road and Gumti river dam road. It started its operations in April 23, 2009. It has a total handling capacity of 0.5 million MT and storage capacity of 500 MT, spread over an area of 10 acre.<sup>191</sup> This land port has good infrastructure facilities with 1 warehouse, 1 open stack yard, administrative building etc. The major items of import and export through this port has been listed in table below.

Table 68: Types of goods being traded through Bibirbazar Land Port

<b>Major imports</b>	Spices, sanitary ware, leather, machinery, fabric, fruit etc.
<b>Major exports</b>	Crashed stone, cement, drinks, PVC, furniture, knit fabrics, plastic door, ceramic tiles, cotton saree, plastic goods etc.

Source: Data from Bangladesh Land Port Authority Website

The following table depicts the quantity of exports and imports through Bibirbazar land port.

Table 69: Export and Import through Bibirbazar land Port (in MT)

Year	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19
Export	124,689	63,596	113,768	108,915	135,320	158,331	170,458
Import	0	24	28	231	455	317	479

Source: BLPA

The above table indicates that the cargo exports and imports have increased over the years. Industries coming up within the EZ could source the raw materials and export the finished goods by leveraging this landport to India and other landlocked regions.

**Bibirbazar land ports is at considerable distances from the proposed EZ, hence the cost for transportation may not be competitive compared to other EZ. Additionally due to lack of last mile road connectivity of EZ the goods transported to land port will require to be change transport mode this will further increase the cost and may also result in leakages in cargo during transfer from one mode of transport to another.**

#### Present Hindrance and Redressal by GoB

<sup>191</sup> BLPA

Currently, cargo is being handled manually at the land ports. This results in slower clearance of goods that are transported out of and into the ports, resulting in delays and congestion at the ports. As per our discussions with Bangladesh Land Port Authority, mechanized cargo handling facilities are only available at Benapole Land Port, located 294 km away from the EZ site.

An issue faced by at Bibirbazar Land port initially was that the Indian authorities had not issued pass for loaded trucks and visible progress for the same was not visible. The highways connecting various industrial hubs to these land ports are being developed further. Works for the same has already begun in intermittent stretches. This will improve the flow of goods and raw materials to and from the proposed EZ to the land ports.

**Development of last mile road connectivity to EZ can result in Bibirbazar land port being a viable option for the EZ. Inland waterway connectivity to Akhaura land port is major advantage for the EZ. As, Akhaura landport is gateway to Agartala in India and provide the EZ an opportunity to tap into Indian markets for their end products and have access to raw materials from the Indian side.**

### ***7.3.3. Sea Ports and Inland Water Terminals***

Waterway transport is one of the most fuel efficient, environment friendly and cheapest mode of transportation. Cost of transporting one ton freight over a distance of one km by waterway is ~30-40% and 60-70% of the same transport done via road and rail respectively.<sup>192</sup> Bangladesh is blessed with a riverine geography, especially towards its south, where distributaries of large rivers like Padma and Meghna drain the region. There are around 700 rivers, streams and canals with a total length of about 24,000 km. The navigable length of waterway varies from 3,865 km in dry season to 5,923 km in monsoon.<sup>193</sup> This creates a fairly widespread inland waterways network, creating an opportunity for Inland waterways transportation. Bangladesh also has a coastline of 580 km which creates good potential for sea trade with other countries. Currently, more than 75% of international trade in Bangladesh is done via sea-ports. This makes it vital to understand potential of waterways connectivity to support transportation in the proposed EZ region. The figure below shows the existing and upcoming seaports in Bangladesh.

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<sup>192</sup> <https://www.thehindubusinessline.com/opinion/flowing-down-the-waterways/article23384237.ece>

<sup>193</sup> BIWTA

Figure 51: Existing and upcoming seaports in Bangladesh



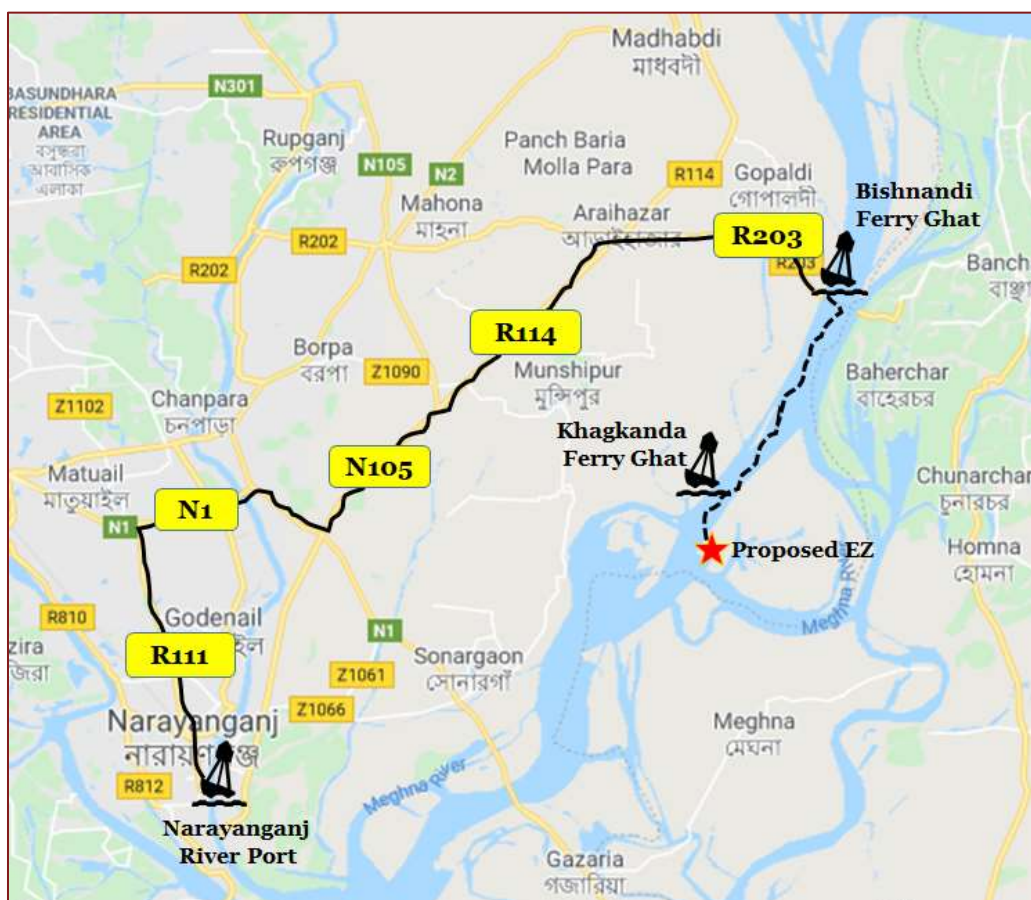
#### Access to IWT

Being an Island district, Araihaazar EZ is connected with the rest of the country through IWT network. Meghna river runs parallel to the site along its western and eastern fringes. Proposed EZ has multiple ferry ghats in its proximity (such as Khagkanda ferry ghat, Bishnandi ferry ghat, Naryanganj ghat etc.)

**The IWT network connectivity will turn out beneficial for industries only if a new jetty is developed at site equipped with the adequate infrastructure required to handle the heavy cargo in efficient manner. Setting up of private jetty with priority access will ease the movement of raw material and finished goods for industries, this will also be helpful in attracting heavy industries.**

Nearest Ferry ghat is the Khagkanda ferry ghat is at a distance of 5 km from the proposed EZ. Bishnandi ferry ghat which is situated at a distance of around 11 km from the site is the second ferry ghat in proximity to the EZ and can be accessed via waterways.

Figure 52: Inland Waterway terminals near the proposed EZ



Source: Google Maps and PwC Research

Bishandi ferry ghat is directly connected to the R203 (Bhulta -Nabinagar- Radhika road). The ferry ghats are connected to other ferry terminals and ghats. This will help promote trade and foster movement of both raw materials and finished goods produced in the EZ and thus augment industrial development in the site as the site currently doesn't have direct road connectivity. The services provided at these Ferry ghats can be utilized to carry passenger and cargo across the river. This will attract more business the proposed EZ at Arai hazar. The prospect of using these ghats for cargo movement can be explored by incoming players at the proposed EZ upon due consultation and permission by BIWTA.

Narayanganj river port is the nearest river port which is close to the site. It is at a distance of 53 km from the proposed EZ and is accessible from road via Bhulta -Nabinagar- Radhika road (R203), Dhaka City Bypass(N105) and further through Dhaka-Narayanganj road (R111). It is one of the most oldest and busiest river ports in Bangladesh. The port is located on the Shitalakshya River. It is linked with Dhaka by the Bangladesh Railway and three roads. Narayanganj river port also has a fuel depot at Godnail. Loading and discharge operations at the port are undertaken by outsourced labor which is available within the port premises. The port has a total handling capacity of 55.5 MT/month (Bulk) and 12.5 Cargo MT/month (General).<sup>194</sup> This labor is unorganized unlike at the major sea ports where there is a regulatory authority

<sup>194</sup> <https://dlca.logcluster.org> > download > attachments

in the form of Dock Labor Management Board. The approximate travel time required to reach the river port from the proposed EZ is around 2.25 hours. The following table captures the types of commodities handled at Narayanganj port.

Table 70: Types of commodities handled at Narayanganj river port

Major goods handled	Jute, Timber, Salt, Textiles, Oil, Cotton, Tobacco, Pottery, Seeds, Betel nut, Cement, Clinker, Fly ash, Sand, Stones, Food Grains
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Source: BIWTA, Primary Research

The passenger and cargo carried at the port is shown in the tables below:

Table 71: Passenger and Cargo carried at Narayanganj River Port (in lacs)

Year	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19
Passengers carried	302.90	315.26	320.06	327.49	342.49	359.10	377.06	395.51	396.13
Cargo carried	8.80	9.60	9.78	10.37	10.99	11.65	12.35	13.09	44.06

Source: PwC Research

The passenger and cargo carried at this river port has increased significantly over the years. This will further attract business to use the facilities and services of the port.

**The waterway distance from Narayanganj port to proposed EZ is ~27 Km. The route between Narayanganj and proposed EZ is quite suitable for perineal navigation as it lies between Narayanganj-Ashuganj IWT route. Ashuganj-Narayanganj IWT route falls within class 1 route which have minimum draft of 3.65m. Route between Ashuganj and Karimaganj is highly underutilized, partly due to rapid siltation, lack of sufficient navigational aids, and partly due to limited number of ports of call. Initiative to move containers between Bangladesh and India, by IWT (inland water transport) is already underway.**

#### Protocol on Inland Water Transit and Trade

India and Bangladesh have an existing Indo-Bangladesh Protocol on Inland Waterways and Transit which allows for using inland waterways network between the two countries for the purpose of trade and commerce. As per Standard Operating Procedure of the existing protocol, both countries have six ports each, designated as the Port of Call. In Bangladesh, the Ports of Call are Mongla, Khulna, Sirajganj, Narayanganj, Pangaon (in Dhaka) and Ashuganj, whereas in India the Ports of call are Kolkata, Haldia, Pandu, Karimganj, Silghat and Farakka.<sup>195</sup>

Figure 53 captures the route earmarked under the Protocol on Inland Water Transit and Trade between India and Bangladesh.

<sup>195</sup> BIWTA



Figure 53: India Bangladesh Inland Waterways Route



Source: Bangladesh Inland Waterways Authority

The India Bangladesh Protocol (IBP) route extends from Kolkata on India's National Waterway-1 (Ganges-Bhagirathi-Hooghly) to Silghat (Assam) on its National Waterway-2 (Brahmaputra River) and Karimganj (Assam) on National Waterway-16 (Barak River). Two new routes have been proposed in developing two stretches of Bangladesh inland waterways — Sirajganj to Daikhowa and Ashuganj to Zakiganj — on the IBP route. The development of these stretches is expected to provide seamless navigation to and from Northeast India through waterways via the IBP route.<sup>196</sup> India and Bangladesh have taken major steps to enhance utilization of waterways. These include agreement on declaration of additional Ports of Call under PIWTT at Kolaghat, Dhulian, Maia and Sonamura in India, and Chilmari, Rajshahi, Sultanganj and Daukhandi in Bangladesh. This IWT route can be used by industries in the proposed EZ to transport cargo across Bangladesh and also to India.

**The proximity to Narayanganj river port should encourage manufacturers to set up export-oriented industries as well as industries focusing on domestic demand in the proposed EZ. The Narayanganj river port can provide access to feeder services from major seaports. Additionally, the site falls on the IBP route and will have access to India through Karimganj and Akhaura Land ports. These access to the IBP route can be leveraged by industries in the**

<sup>196</sup> <https://www.dhakatribune.com/bangladesh/government-affairs/2019/11/05/bangladesh-india-herald-new-chapter-in-river-route-cargo-trade>

**EZ to target markets in north east India as well as to receive raw materials from mainland India.**

#### **Access to Sea Port**

Chittagong Sea port is the nearest seaport which is located approximately 258 km from the proposed EZ. This port is accessible via Bhulta -Nabinagar- Radhika road (R203), Dhaka City Bypass(N105) and further through Dhaka-Chittagong highway (N1). This seaport is the most important trade-facilitating infrastructure in Bangladesh. The fact that on an average ~81.22% of Bangladesh's international trade takes place through Chittagong Port underlines the strategic importance of this seaport.<sup>197</sup>

**However, the site is located on an Island which is well connected with Bay of Bengal through mainstream of Meghna river which is perineal in nature and navigable in all seasons. If a jetty is developed with adequate infrastructure to cater the industrial needs, the distance from the EZ site to Chittagong port will be reduced. This will open the EXIM gateway for the tenants of the EZ.**

**Once the jetty facility with adequate infrastructure to support movement of industrial goods is established in the region a feeder service can cater the need of transporting goods to EXIM gateways.**

#### **Present Hindrance at macro level and Redressal by GoB**

Bangladesh EXIM demand stood at ~102 MTPA in FY 18 with containers contributing ~26% of share. Total cargo traffic is estimated to grow at an effective growth rate of ~6.3% from FY 25 to FY 40 in line with GDP forecast and to reach ~274 MTPA for bulk and ~11 million TEUs by FY 40.

**Existing infrastructure at the port infrastructure is inadequate in terms of handling rising cargo movement.**

To cater the future EXIM traffic demand GoB has planned several green field deep seaports as well as extension of Chittagong port for smooth flow of cargo. Bangladesh has existing capacity of handling 2.7 million ton TEUs and ~ 7 million TEUs additional handling capacity is estimated to come up by FY 30.

In order to address these bottlenecks, Chittagong Port Authority (CPA) has undertaken a dredging exercise to increase the draft at Chittagong Port. It is also in the process of installing new gantry cranes to enable faster movement of goods.

Additionally, to meet the increasing bulk cargo & container volumes and to improve performance of port operations, and in a bid to strengthen the country's trade handling infrastructure, GoB has prioritized the establishment of a dedicated facility called the Bay Terminal (~64 km) that would assist in easing the pressure on Chittagong Port.

Chittagong Port Authority has envisaged to develop a new port in Mirsarai port. Currently, this project is in conceptualization and planning stage.

**The GoB has identified river corridors between Dhaka and Chittagong; and between Dhaka and Ashuganj (with extensions to Narayanganj and Barisal) as high priority routes for domestic trade and bilateral trade with India. The GoB is working on various project for developing these routes which include dredging/river maintenance and provision of**

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<sup>197</sup> <http://www.cpa.gov.bd/>

**navigational aids between Dhaka and Chittagong Corridor, including branches to Ashuganj, Narayanganj and Barisal;**

**Once the necessary steps for improvement have been taken to connect EZ with other seaport and riverports, it will ensure the seamless movement of goods to and from the EZ. Hence, it will promote trade and allow business to target both domestic and export markets.**

### **7.3.4. Airports**

Air travel is the fastest mode of travel, which enables movement of passengers as well as time sensitive and perishable cargo. Having such a mode of transport in vicinity of an industrial location enables faster movement of decision makers of an organization who may have a need of making brief visits to production centers. Perishable items like drugs, chemicals or food ingredients like dairy products, fish, fruits requiring short travel time from centers of production to that of consumption also need access to air travel. This necessitates the need to understand air travel facilities around the proposed EZ region.

Nearest international airport to the proposed EZ is Hazrat Shah Jalal International Airport (HSIA) at Dhaka. This airport provides both international as well as domestic flight services. It is Bangladesh's largest and busiest airport. This airport is around 64 km away from EZ site and requires approximately 2.25 hours of travel time. The airport can be accessed via Bhulta -Nabinagar- Radhika road (R203), Dhaka City Bypass(N105), and further through Progoti Sarani - Debogram Road (N301) and Dhaka-Paturia highway (N3). Currently, this airport has the capacity to handle 8 million passengers and 2 hundred thousand metric tonnes of cargo. Over 4 million international and 1 million domestic passengers (as well as 150,000 MT of freight and mail exchange) pass through this airport annually.

HSIA is anticipated to witness a passenger traffic of 12 million by 2022 and 22 million by 2035.<sup>198</sup> This airport also has a freight village (warehouse), terminal buildings, hangers and other modern equipment for aircraft handling.<sup>199</sup> Goods like RMG, vegetables, fruits, fish, dry fish and crabs are transported through HSIA.

#### **Present Hindrance and Redressal by GoB**

Air freight transportation services are used for EXIM cargo movement only with Dhaka international airport providing facilities for cargo handling. Most of the major international airline operators such as Emirates, Etihad Airways, HK airlines, Cathay Pacific, Qatar Airways are servicing the air cargo freight movement through a mix of passenger aircrafts and dedicated freighters. Biman Bangladesh is the Bangladesh Government owned airline facilitating cargo movement to Middle East region. The cargo handling operations at the Dhaka airport are also managed by Biman Bangladesh exclusively. The international airlines have reported significant gaps in the cargo operation as Biman Bangladesh lacks expertise, assets and manpower to run the operations efficiently. In fact, the operator is yet to develop expertise to track and trace the goods unloaded from aircrafts. Further, there is no separate procedure for handling of perishable and temperature sensitive cargo. The industry players station their representatives to follow-up with Biman Bangladesh once the cargo is unloaded in Dhaka. Biman Bangladesh cites shortage of infrastructure at airport as the main reason for mismanagement of cargo. Owing to lack of necessary infrastructure for screening of cargo, Dhaka international airport does not have the statutory clearance for shipment directly to Europe. The Europe bound cargo is first unloaded in Dubai/other hubs for re-scanning

<sup>198</sup> <https://www.airport-technology.com/projects/hazrat-shahjalal-international-airport-expansion-dhaka/>

<sup>199</sup> <http://www.shahjalalairport.com/>

and clearance, then forwarded to Europe. This adds to extra cost and time for industries exporting to Europe.

Given the current capacity of the airport, GoB has already appointed developers to construct a new terminal at HSIA. This project is being funded by Japan International Cooperation Agency (JICA) and post operationalization of this terminal in 2021, annual passenger handling capacity of this airport could be 20 million and cargo handling capacity could rise to 5 hundred thousand metric tonnes.<sup>200</sup>

**Proposed EZ is in proximity to Hazrat Shahjalal International Airport which can facilitate smooth movement of perishable and time sensitive goods from the EZ. However, the lack of last mile road connectivity to the proposed site will impact the cost competitiveness for the products manufactured. Only high end light machinery with huge product margins may utilize the airport for goods export.**

### **7.3.5. Railways**

It is cheaper to move goods through railways as compared to road. Railways can haul larger volumes of cargo over longer distances as compared to trucks and trailers, and is also better than vehicles plying on road, since it is easier to monitor and regulate traffic on railway lines. Moreover, transporting goods through railways also help in easing traffic congestions on road by reducing the requirement of trucks which would otherwise have to ply. However, the usage of railways in Bangladesh is currently restricted due to small size of consignments and the additional costs associated with multiple handling points in the value chain. This has deterred players from opting for rail wagon bookings for their inventory management.

Narsingdi station is the closest rail head at a distance of around 33 km from the proposed EZ. It can be accessed via Bhulta -Nabinagar- Radhika road (R203) and Araihasar – Narsingdi Highway (R114). Travel time to Narsingdi railway station from the proposed EZ is around 1.75 hours. This rail station is connected to Dhaka, Chittagong and Sylhet.

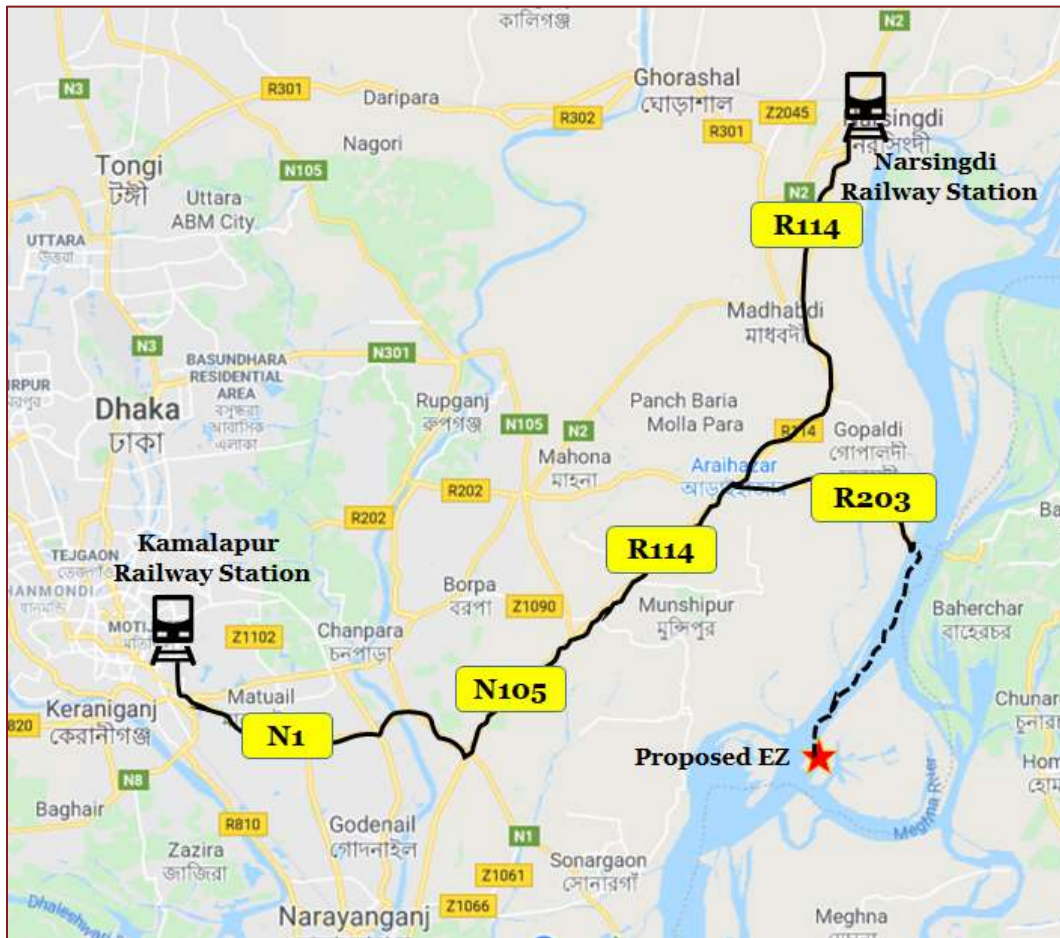
Narayanagunj railway station is the nearest junction station towards the south-west of the site, which is approximately 42 km from the proposed EZ. It can be accessed via Bhulta -Nabinagar- Radhika road (R203) and Araihasar-Narsingdi highway (R114) and further through Dhaka-Narayanganj road (R111). Travel time to Narayanagunj railway station from the proposed EZ is around 2.30 hours.

Dhaka railway station is the nearest junction station towards the west of the proposed site, which is approximately 40 km from the proposed EZ. It can be accessed via Bhulta -Nabinagar- Radhika road (R203) and Araihasar-Narsingdi highway (R114) and further through Dhaka-Chittagong highway (N1). Travel time to Dhaka railway station from the proposed EZ is around 2.25 hours. This station is the largest station in the country and the most important terminal for transportation between Dhaka and rest of Bangladesh. Currently containers are transported only on Dhaka and Chittagong rail route, requiring a travel time of around 10 hours. In FY 2017-18, 73,204 number of containers were transported between Dhaka and Chittagong.<sup>201</sup> As per Bangladesh Railway Information Book, major items transported on this route are Cement, Jute, Fertilizer, Rice, Wheat, Iron & Steel, Sugar cane etc.

<sup>200</sup> <http://www.dhakatribune.com/bangladesh/dhaka/2017/06/12/construction-third-airport-terminal-begins-next-year/>

<sup>201</sup> Bangladesh Railway – Information Book 2018

Figure 54: Railway network in the vicinity of the proposed EZ



Source: Google Maps and PwC Analysis

### Present Hindrance and Redressal by GoB

The main issues faced by the Railways in Bangladesh are shortage of locomotives and route capacity. It is suffering of an excess of traffic in comparison with the capacity of the main routes. The overcapacity of the rail network limits the capacity addition of ICD. In case of domestic movement, the use of rail service is negligible due to inadequate broad gauge network and poor terminal handling facilities. The rail freight services market is not open for private participation, further restricting the development of adequate infrastructure. There are no cargo aggregators present to aid the industries in using the rail services for domestic transportation.

Bangladesh railways is addressing the infrastructure constraints to improve the capacity and increase the modal share of rail in EXIM evacuation by privatizing the CTO operations to improve rail services. The Government of Bangladesh has taken a huge development program for 2020-21 fiscal year to upgrade Bangladesh railway network. As per the budget document, construction of 900 kms dual gauge double track and 1,581 kms new rail track will be completed within this fiscal year.<sup>202</sup>

<sup>202</sup> <https://www.dhakatribune.com/bangladesh/2020/07/04/railways-development-comes-into-focus-in-fy21>

Bangladesh railway is set to construct a high-speed railway line from Dhaka to Chittagong, allowing the travelers to reach their destinations in an hour. Currently detailed design and feasibility study is ongoing for this project.<sup>203</sup>

GoB is also working with Indian Government to establish better rail links between the 2 countries. Work has already started on construction of Agartala-Akhaura railway line and it is expected to get operational by December, 2021. <sup>204</sup>These railway lines will give a boost to industries that would come up in the proposed EZ site by providing faster access to markets and raw material in NE India.

The Bangladesh Railways has started primary assessment for railway connection to BSMSN which is being developed by BEZA. This railway linkage would be key in shipment of cargo between the Mirsarai region and Chittagong Port.<sup>205</sup>

Chittagong-Cox's Bazar railway line is a proposed 120km dual-gauge passenger line from Dohazari village in south-east Bangladesh to Cox's Bazar undertaken by the Bangladesh Railway (BR) to improve the country's rail connectivity with other Asian countries. It is part of Trans-Asian Railway (TAR) network and will improve access to Myanmar and beyond. The project will take five years to complete and will enhance trade and tourism in the southernmost parts of the country.<sup>206</sup>

On completion, these projects will support easy railway transportation of goods and people from proposed EZ site to different parts of Bangladesh, as well as to neighboring countries like India and Myanmar.

**Dhaka railway station is the nearest railway head for the EZ. The EZ is disadvantaged due to lack of direct railway connectivity to the site along with lack of last mile road connectivity to the EZ. Bulk product movement through water transport is a better alternative till the last mile road connectivity is established for the EZ.**

## ***7.4. Rate of freight for different modes of transport***

In order to perform a holistic transport assessment, it is imperative to understand the freight charges applicable for different modes of transportation. This would help in assessing the most economical mode of cargo transport for the proposed EZ site and also assist in determining the interventions that could be taken up by GoB to further improve the transport logistics infrastructure in the vicinity of the Economic Zone site.

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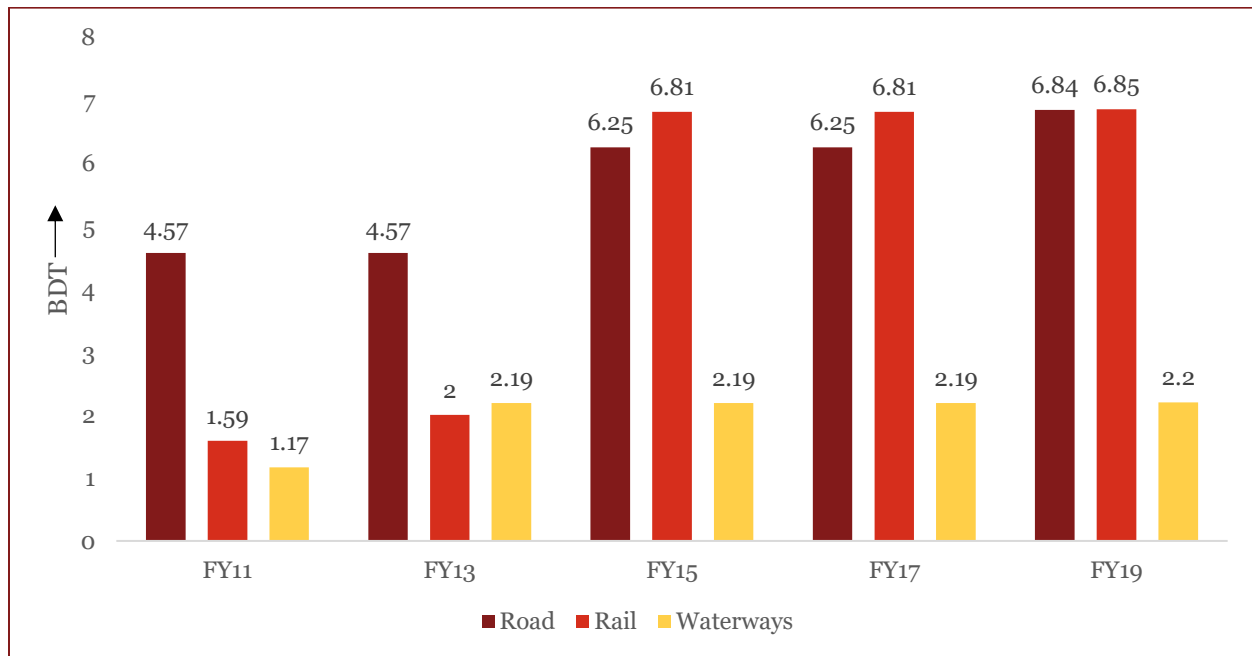
<sup>203</sup> [www.thedailystar.net](http://www.thedailystar.net)

<sup>204</sup> <https://www.indiatoday.in/india/story/india-bangladesh-rail-link-2021-1644781-2020-02-09>

<sup>205</sup> <http://www.beza.gov.bd/news/investment-promotion-seminar-titled-attracting-investment-in-economic-zones-of-bangladesh-held-at-radisson-blu-dhaka/>

<sup>206</sup> <https://www.railway-technology.com/projects/chittagong-coxs-bazar-railway-line/>

Figure 55: Freight per tonne per km across different transit modes



Source: Bangladesh Bureau of Statistics 2018

The figure above indicates that freight transport through inland waterways has been the most economical mode of transporting goods, in Bangladesh. However, cost of transporting goods through road has shown an increasing trend over the past years due to rising demand from manufacturers and traders.

Data presented in the figure elucidates that it is cheaper to transport goods through waterways for longer distances and can then be transported via roadways to provide last mile delivery.

The high preference to the road-based logistics in the country compared to the other modes of transport is mainly because of following reasons:

- The total cost of logistics from one location to another via rail as well as IWT include the cost of first mile transport, cost of cargo loading into the vessel/rail, cost of transporting cargo to the nearest station close to destination via rail/IWT, cargo unloading from the vessel/rail, and last mile delivery via road transport. It may be noted that, the total cost for road-based logistics doesn't include all the above-mentioned parameters, and includes only cost of cargo loading, unloading and transportation cost. This makes road-based logistics cheaper compared to rail and IWT modes over short haul distances, while over long-haul distances, IWT and rail transport becomes less costly due to less transportation cost per km. As Bangladesh is a small country with cargo movement ranging few hundred km, the road transport is preferred over rail and IWT mode.
- Bangladesh has inadequate infrastructure for rail and IWT based logistics. As discussed previously, most of the rail routes in the country are meter gauge limiting the cargo transportation capacity. Additionally, the capacities of ICDs are limited which are further challenged by the inefficient operations in handling cargo. Consistent draft is major challenge across various IWT routes in the country, and IWT operations are also limited by limited number of barges, and inefficient handling of cargo at riverports.

- The rail and IWT transport are further challenged by lack of private sector participation. On the other side, road-based logistics involves significant participation from private sector, and hence it is bit more efficient compared to the rail and IWT based transport in Bangladesh. However, Bangladesh railways is addressing the infrastructure constraints to improve the capacity and increase the modal share of rail in EXIM evacuation by privatizing the CTO operations.

## ***7.5. Potential Infrastructure Interventions to support proposed EZ***

Proposed EZ site at Araihasar has an advantage of being located in close proximity to many industrial hubs and urban centers such as Narayanganj and Dhaka, capital city which is located at a distance of 64 km from the site. While the EZ site is well connected through multiple modes of transport (road, rail, air and ports) there could be a few additional improvements needed to be undertaken by GoB to improve the attractiveness of the EZ site with respect to transport infrastructure. This could include and not be limited to the following table on the next page.

**Logistics cost assessment exercise has been carried out to understand the most important connectivity node for the proposed EZ, basis which required infrastructure intervention has been proposed.** The logistics cost assessment reveals the importance of IWT connectivity for the proposed EZ. The proposed EZ is well connected with Dhaka and Chittagong IWT. It is evident from the assessment that logistics cost for bulk cargo is lower than in comparison to road. Developing jetty with adequate infrastructure will attract investor to EZ due to reduced logistics cost and ease of importing bulk raw material. The proposed infrastructure intervention shall facilitate the trade and ensure the smooth flow of raw material and finished goods. Logistics cost assessment table has been annexed in the report.

The table on the next page captures present and potential future hindrances for smooth movement of manufactured goods in the region and infrastructure interventions that could be undertaken in order to make the proposed EZ site attractive to industries looking to set up manufacturing units in the region. Interventions suggested in the table on the next page have been done after taking into consideration the infrastructure upgradation currently being planned by different departments of GoB. These interventions are indicative development activities that could be further studied apart from development activities already being implemented.



Table 72: Proposed Infrastructure Interventions

Key Asset	Existing Condition	Issues	Recommendation	Impact	Cost Implications Timeframe for Improvement	Jurisdictional Responsibility
Bridge connectivity from mainland	The proposed EZ is located on river island	Lacks road connectivity with the mainland	Proposed EZ is located on a river Island which lacks the road connectivity thus a bridge needs to be constructed to connect it from mainland	Bridge connectivity will ensure seamless movement man and material which is one of the basic requirements of the EZ.	A detailed feasibility study needs to be undertaken in order to arrive at cost estimation and timeframe for improvement.	Roads and Highways Department
Capacity expansion for Dhaka Chittagong Highway	Currently, the route is mix of two lane and four lane routes	Given the strategic role the route plays in the country's EXIM related logistics, the route capacity is tending to get limited in certain stretches causing congestion. Given the rise in cargo and passenger traffic on the route in future, the capacity	Capacity expansion to six lanes by 2025.	This will reduce logistics cost in between two major urban node of the country as well as reduce the cost of procurement of raw material as most of the import is through Chittagong port.	A detailed traffic estimation assessment is required to be taken to understand the feasibility of the project, and thereby the locations for capacity expansions as well as timelines need to be decided.	Roads and Highways Department

Key Asset	Existing Condition	Issues	Recommendation	Impact	Cost Implications Timeframe for Improvement	Jurisdictional Responsibility
		expansion is unavoidable.				
Rail route upgradation between Dhaka and Chittagong	Currently, traffic of ~6000 wagons daily between Dhaka and Chittagong via rail route	With the increasing EXIM traffic at Chittagong port, it is essential to increase the capacity of rail based logistics between Dhaka and Chittagong.	Increase capacity upto 12,000 wagons per day on Dhaka Chittagong route Dual broad gauge, and electrification of all route	This will help to reduce the logistics cost and transit time for raw material and finished goods as railway transit is cheaper and faster in comparison to road transportation.	A detailed feasibility study needs to be undertaken in order to arrive at cost estimation and timeframe for improvement.	Bangladesh Railways
Upgradation of existing regional highways R203 and R114	Both these roads are two lane bituminous road maintained by RHD. This road carries relatively light traffic but has not received any periodic maintenance. R203 has an average width of 4.18 m. R114 has an average width of 6.03 m.	These roads in their present condition would not be able to support increased traffic flow that would happen in future due to establishing of industries in the region	Expand the existing road both lane and width wise to support more movement of traffic and goods	This will improve the regional connectivity and help in movement of raw material from region and labour force to the EZ.	A detailed feasibility study needs to be undertaken in order to arrive at cost estimation and timeframe for improvement.	Roads and Highways Department
Upgradation of land ports	At Akhaura and Bibirbazar and Land Port, equipment being used at the	Lack of modern surveillance system	Mechanization of cargo handling facility at land port.	Upgradation of land port will reduce the transit time for finished goods and raw material which	A detailed feasibility study needs to be undertaken in order to arrive at cost estimation	Bangladesh Land Port Authority

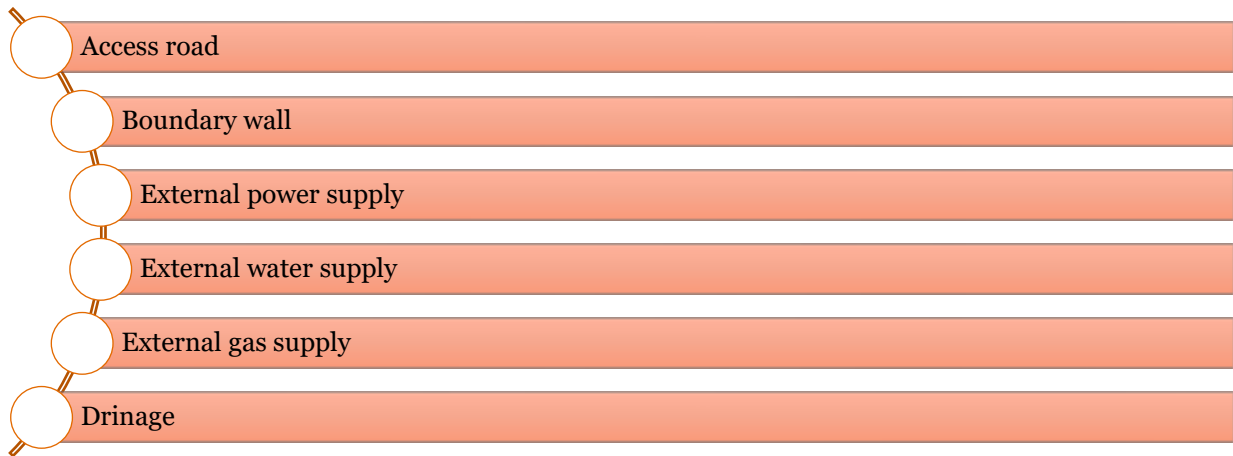
Key Asset	Existing Condition	Issues	Recommendation	Impact	Cost Implications Timeframe for Improvement	Jurisdictional Responsibility
	land port is outdated with most of the cargo being handled manually.	adversely affects cargo handling in the port. Lack of modern surveillance system adversely affects cargo handling in the port.		will in turn reduce the logistics cost and this will also help to improve trade with India and target Indian market.	and timeframe for improvement.	
Jetty facility aligned with EZ	Currently, the site is connected with the N1 via water route from Bishnandi ferry ghat.	This increases the travel time and results in decreased logistics efficiency.	Development of Jetty to support the movement of men and material to the proposed EZ and explore the connectivity from the site to connect to Chittagong seaport via waterways	Development of Jetty will drastically reduce the logistics cost for bulk raw material , as the river channel is perineal in nature jetty will establish IWT connectivity with Dhaka and ports of Bangladesh	A detailed feasibility study needs to be undertaken in order to arrive at cost estimation and timeframe for improvement.  The construction of jetty admeasuring 75*100 m. will cost approximately BDT 315 million approx.	Bangladesh Inland Water Transport Authority

# 8. Off-Site Infrastructure Assessment

## 8.1. Purpose and Objective

For sustained business operation of EZ, it is pertinent that off-site infrastructure and EZ connectivity to the proposed sectors are adequately addressed. To facilitate integration of basic infrastructure and utilities like water, power, gas and access road to EZ, the existing infrastructure facilities surrounding the site need to be identified and gaps that could hinder development of the EZ site, need to be addressed. The major off-site infrastructure components considered for proposed EZ are as follows –

Figure 56: Off-site infrastructure components



Source: MACE analysis

The above listed off-site infrastructure components would be developed by BEZA in order to provide support to the developer who would undertake construction of the Araihaazar EZ. The location of the proposed site to establish Araihaazar EZ is shown below.

Figure 57: Location map of Araihaazar EZ



Source: MACE analysis

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## ***8.2. Methodology of Off-site Infrastructure Assessment***

A stepwise approach has been adopted to assess the off-site infrastructure for the proposed EZ site.

### **Step 1: Identification of possible sources**

The available infrastructure facilities at the project site and in the surrounding area have been identified by carrying out following activities –

- Study of satellite image;
- Site visit;
- Field investigation; and
- Discussion with the officials - Roads and Highways Department (RHD), Rural Electricity Board (REB) and Department of Public Health and Engineering (DPHE).

### **Step 2: Feasibility study**

The feasibility of utilizing the identified infrastructure component depends upon several factors as outlined below

- **Access road** - The existing carrying capacity of the road and the probability of expansion if required.
- **Power supply** - The available surplus capacity of existing sub-station to cater the power demand of the proposed EZ. Distance of sub-station from the proposed EZ and the possibility of bringing the feeder line to EZ from the source.
- **Water supply** -
  - Surface water: Availability of water to meet the estimated water demand, distance of source from site, quality and possibility of bringing the main supply line from the source.
  - Ground water: Aquifer depth, yield to meet the demand and quality of groundwater.
- **Drain** – Capacity of existing drain to carry the additional water from the proposed EZ area.

## ***8.3. Review of Last Mile Off-site Infrastructure***

### **Approach road connecting EZ**

The proposed site is located in an island which is surrounded by River Meghna on all sides. At present the proposed site can be accessed only through waterway and there are totally six numbers of ferry ghats/terminals in the vicinity of the site. However, for the smooth movement of vehicles accessing EZ, it is proposed to establish an exclusive approach road with bridge to cross the River. For this purpose, the shortest river crossing point has been chosen along which an approach road connecting site has been proposed. It is proposed to develop 30 m wide approach road for a length of about 10.81 km & bridge for a length of 600 m for river crossing and the internal spine road of EZ shall be connected with this approach road. This proposed approach road will connect the site with Regional highway (R203) through Homna Banharampur road.

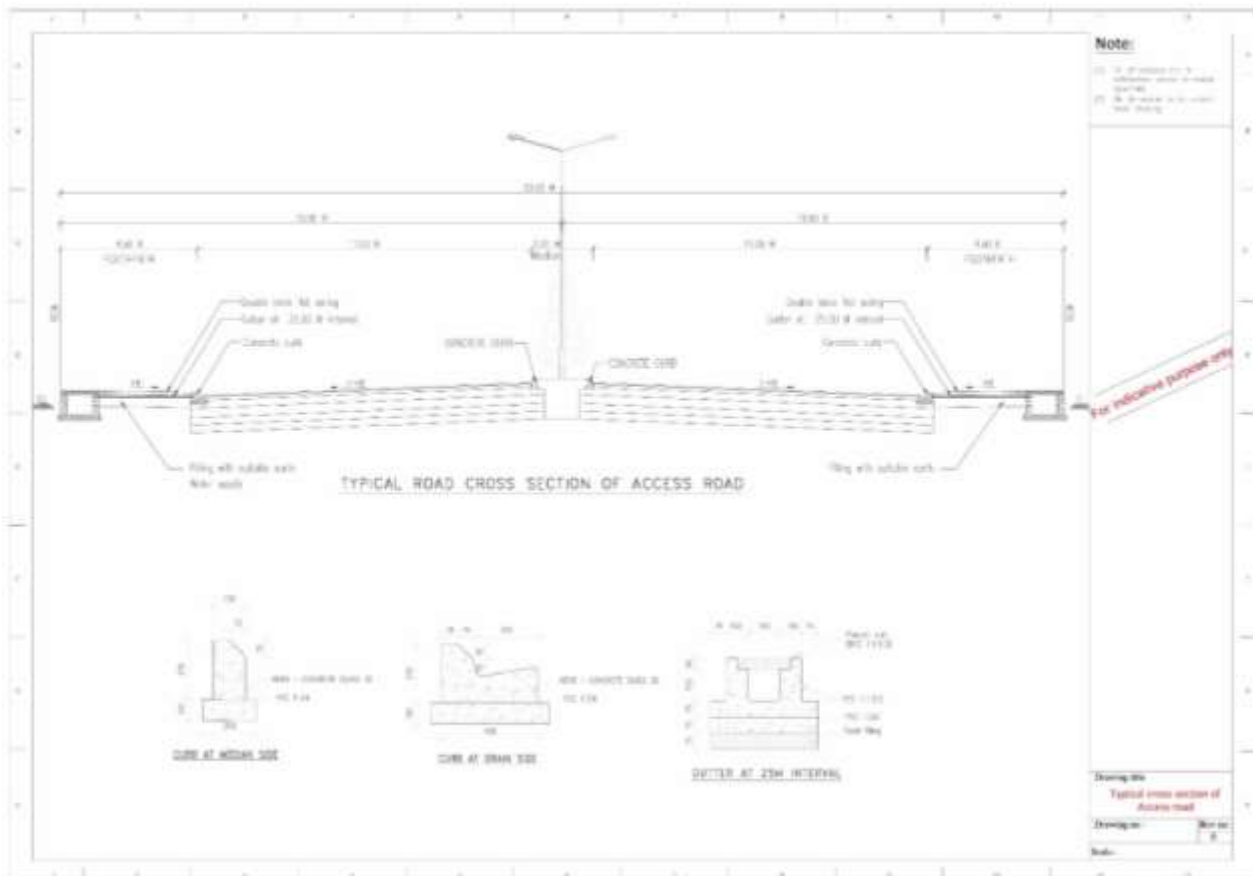
The connectivity and linkages for the proposed EZ is shown on the next page

Figure 58: Map of last mile connectivity to proposed EZ



Source: MACE analysis

Figure 59: Typical cross-section of access road connecting site

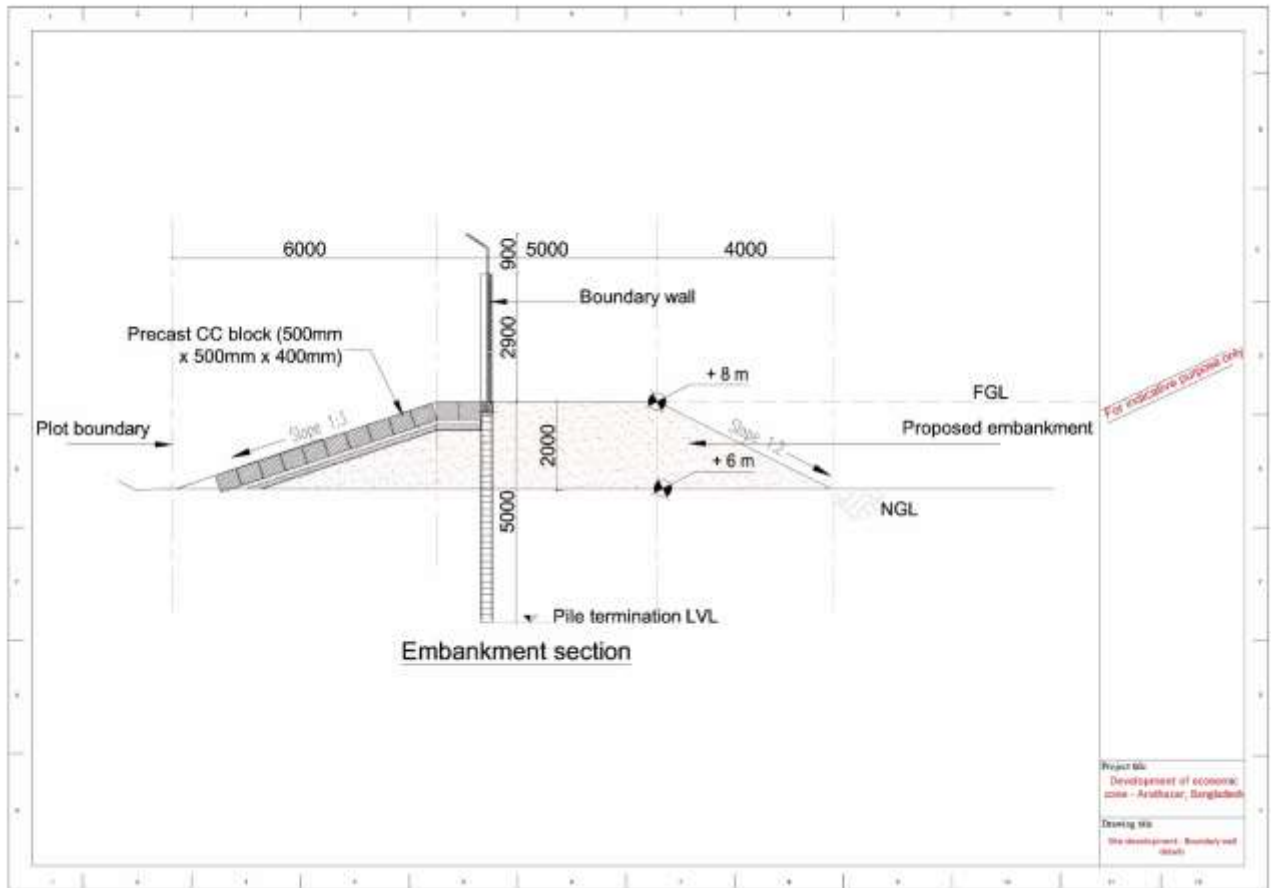


Source: MACE analysis

## Boundary wall of EZ

Construction of a boundary wall is required to earmark the EZ site and prevent unauthorized access to the EZ area. Presently, there is no boundary wall at the EZ site, earmarking the EZ boundary. Based on discussion had with BEZA officials, it was decided that boundary wall would be developed by BEZA as a part of off-site infrastructure. Hence a boundary wall having brickwork with suitable height of barbed wire is recommended to be developed at the EZ site. The total length of the proposed boundary wall is about 6.9 km.

Figure 60: Details of boundary wall



Source: MACE analysis

## Power supply to EZ

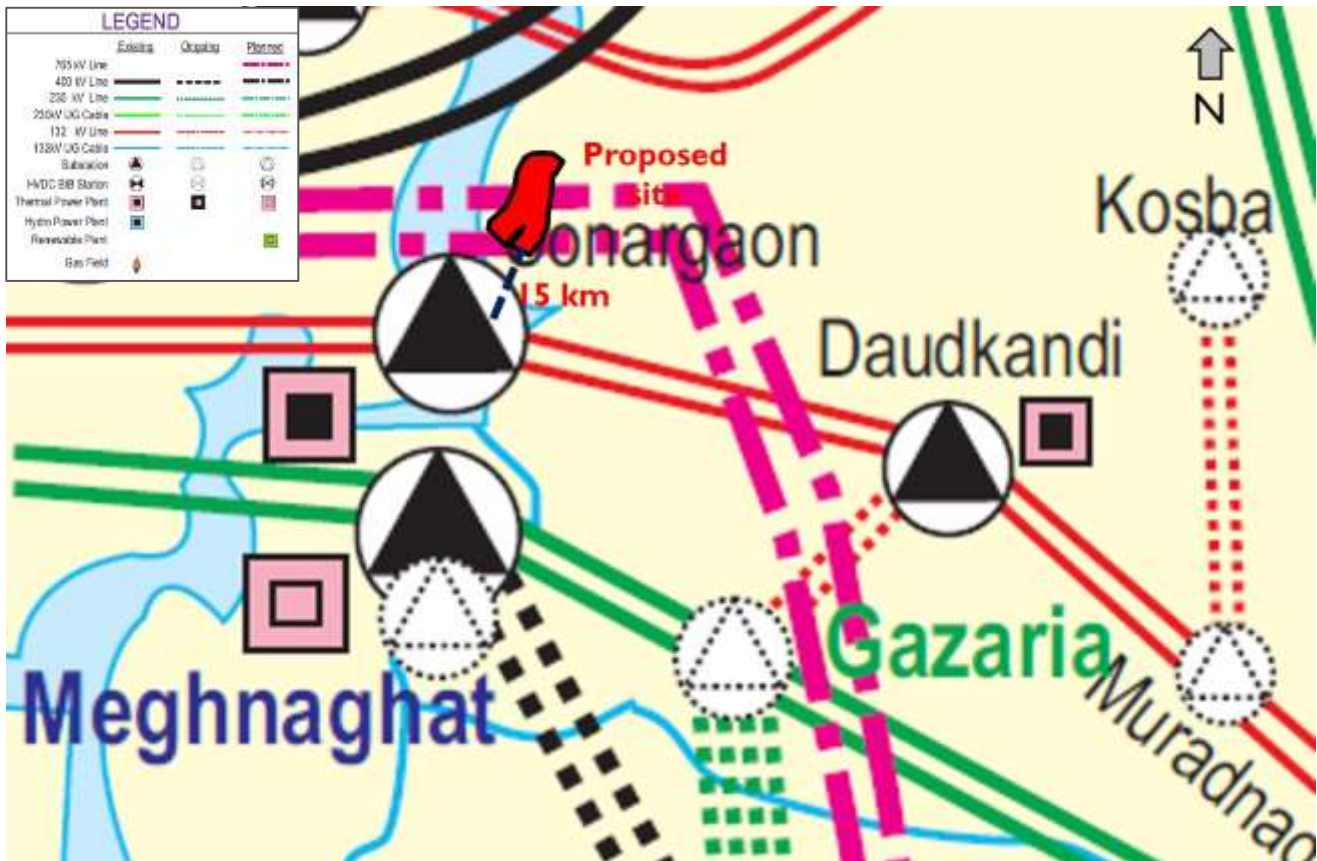
Based on the assessment, it is found that the power demand for the proposed EZ would be about 48 mVA. This figure is indicative in nature and may vary based on on-ground implementation of the project. The developer may undertake a separate industry assessment and master planning exercise in order to validate this figure.

To cater this power demand, a main receiving 132/33/11 kV sub-station has to be established within the proposed site.

From the site visit and the discussions with REB officials, it is understood that, the power to the receiving sub-station shall be availed from 132/33 kV Bhulta grid sub-station from which an exclusive external power transmission line shall be established for a distance of about 15 km. This source shall be relied to meet the initial and ultimate power demand of proposed EZ.

The proposed tentative alignment of power transmission line and the location of sub-station are depicted in the figure on the next page.

Figure 61: Details of external power supply system



Source: Power Grid Company of Bangladesh (PGCB)

### Water supply to EZ

Based on the assessment, it is found that the total water demand for the proposed EZ would be about 5 MLD. This figure is indicative in nature and may vary based on on-ground implementation of the project. The developer may undertake a separate industry assessment and master planning exercise in order to validate this figure.

From the discussion had with officials and local, it is understood that the groundwater is at a depth of 25-40 feet and is potable in nature. Lithology profile of the region is enclosed as Annexure 22. Hence, groundwater can be relied to meet the initial water demand of proposed EZ during construction stage.

River Meghna is abutting the site on the West and South side of the proposed site. From the discussion had with UNO officials, it is understood that River Meghna is perennial in nature and can be relied to meet the water demand of the proposed EZ.



It is proposed to provide an infiltration gallery/well, collection sump and pump house near the river basin from which an exclusive water supply pipeline has to be established to connect the site. Detailed hydrogeological investigations need to be carried out based on which suitable intake point shall be determined.

Details regarding the external water supply source is depicted in the figure below.

**Figure 62: Details of external water supply system**



Source: MACE analysis

### **Gas supply to EZ**

Based on the assessment, it is found that the total gas demand for the proposed EZ would be about 18900 m<sup>3</sup>/day. This figure is indicative in nature and may vary based on on-ground implementation of the project. The developer may undertake a separate industry assessment and master planning exercise in order to validate this figure.

Existing gas network by Gas Transmission Company Limited (GTCL) connecting Siddhirganj and Kutumbapur gas stations is running at a distance of 30km from the proposed site from which an exclusive 8 inches dia gas line shall be established connecting EZ site. Refer following figure depicting the location of existing gas station and proposed gas line network connecting EZ.

Figure 63: Gas line network



Source: Gas Transmission Company Limited (GTCL) and MACE analysis

### Drainage

River Meghna flows on the west side of the site. It is recommended to connect the discharge from the drain to the river by identifying suitable drain discharge points.

In order to prevent the storm water entering from adjacent areas to the development area, a cut-off drain, and embankment provided all along the periphery of the site. The surface water discharge is considered and connected to the River Meghna to the west side of the site.

Figure 64: Details of External drainage network System



Source: MACE analysis

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## ***8.4. Required Improvements or Upgrades***

Based on the above study, recommendations have been provided on developing various components of infrastructure to support the development and operation of EZ site.

### **Approach road**

It is proposed to develop 30 m wide approach road for a length of 10.81 km and a bridge for a length of 600 m for river crossing. While connecting the approach road with the Sonahar road, necessary turning radius shall be provided, and the junction should be provided with necessary traffic management measures in safety aspects.

### **Power supply**

No upgradation has been suggested in the existing sub-station and is proposed to establish an exclusive 132/33 kV transmission line from Bhulta grid sub-station for a distance of about 15 km.

### **Water supply**

No improvements or upgradation has been suggested in the existing off-site water supply infrastructure since there is no existing water supply to the proposed EZ area. Instead, abutting available source of River Meghna has been considered as a perennial water source for the proposed EZ. Suitable infiltration gallery with pumping system near intake point has to be developed. Hydrogeological study has to be carried out to identify the suitable intake point from the river.

### **Drainage**

Separate drain network with discharge points can be developed. A cut-off drain along the periphery of the site has been considered and are connected to the Meghna river to the west side of the site. The internal drain network has been planned with the discharge to Meghna river.

## 8.5. Last Mile Off-site Infrastructure Action Plan

The infrastructure action plan for the proposed EZ is provided in the following table.

Table 73: Off-site infrastructure action plan

Key assets	Existing condition	Issues	Recommendations	Cost implication	Timeframe for improvement	Jurisdictional responsibility
<b>Access road</b>	At present the site can be accessed only through waterway.	No roadway connectivity to the proposed site.	Proposed to develop 30 m wide approach road for 10.81 km length with a bridge for 600 m length for river crossing.	3367.80 million BDT	18 months	BEZA
<b>Boundary wall</b>	Does not exist		Boundary wall having brickwork height of 2.9 m + 0.9 m height of barbed wire and width of 150 mm for a length of 6.9 km is recommended at the EZ site.	157.70 million BDT	12 months	BEZA
<b>Power supply</b>	132/33 kV Bhulta grid sub-station at a distance of 15 km from the site.	At present there is no connectivity to site.	To build a new dedicated 132/33 kV power transmission line.	453.99 million BDT	12 months	REB
<b>Water supply</b>	River Meghna is abutting the site on the West and South side.	No water supply connection nearby site from River for Industrial usage.	Draw water supply system from Meghna river with the provision of an infiltration gallery.	17.04 million BDT	12 months	BWDB
<b>Gas line</b>	There is an existing gas line network at 30 km from site.	No connectivity near site.	An exclusive tapping line has to be established connecting the site at a distance of 30 km.	300 million BDT	18 months	GTCL

Source: SoR of PWDB, REB, BWDB, PCGB, GTCL & MACE analysis

In addition to the table displayed above, a breakup of developing off-site infrastructure components has been outlined in the table below.

**Table 74: Off-site infrastructure cost estimates**

Description of item	Quantity	Unit	Price without tax (In million Taka)	Responsibility
<b>Road network</b>				
Embankment for access road	10.8	km	317.77	BEZA
Road (30 m)	10.81	km	1846.52	BEZA
Connecting bridge of 30 m width and 600 m length	0.6	km	1203.51	BEZA
<b>Power network</b>				
33 kV overhead transmission line	15	km	60.00	BPDB
132 kV overhead transmission line	15	km	330	PGCB
Streetlight for approach road	10.8	km	63.99	BEZA
<b>Water supply network</b>	2.00	km	17.04	DPHE
<b>Boundary wall</b>	6.9	km	157.70	BEZA
<b>Gas supply</b>	30	km	300.00	GTCL
<b>Project sub-total</b>			<b>4296.54</b>	

Source: SoR of PWDB, REB, BWDB, PCGB, GTCL & MACE analysis

The off-site infrastructure cost estimates have been arrived after taking into considerations benchmark costs as prevalent in the construction sector of Bangladesh.

## 8.6. Key Takeaways

Off-site infrastructure captures the external basic infrastructure facilities which need to be developed. BEZA is the responsible authority for developing off-site infrastructure. The major off-site infrastructure considered for the proposed EZ are boundary wall, water supply, power supply, access road, drainage etc. These external infrastructure facilities and sources have been identified and well-integrated with the proposed EZ based on site visit, data collection, stakeholder consultations with various government agencies (such as RHD, REB and DPHE).

Key recommendations formulated from this exercise are outlined below-

- Proposed site has only waterway connectivity at present. It is proposed to develop 30 m wide approach road for a length of about 10.81 km and a bridge of 0.6 km for river crossing;
- 132/33 kV Bhulta grid sub-station at 15 km from the site has been proposed as a source to meet the power demand of EZ. It is proposed to establish an exclusive 132/33 kV power transmission line from the source and is subjected to river crossing
- Groundwater source can be relied to meet the initial water requirement of the project during construction stage. To meet the water requirement of EZ, River Meghna abutting the site which is perennial in nature has been proposed as a source with required water supply system.
- Boundary wall for a length of about 6.9 km has been proposed; and
- The gas supply line for a length of about 30 km has been proposed to connect EZ.

- 
- To ensure smooth collection and discharge of the surface runoff, River Meghna on the western side of the site have been identified as the suitable discharge points.
  - During later stage i.e. feasibility/detailed design stage, the alignment of proposed utilities like water pipelines, approach roads, Transmission line, gas pipeline etc. should be selected in a judicious way so that the impact on settlement is avoided to the maximum extent. A detailed SIA should also be conducted at that stage to identify the extent of impact and RAP/ARAP should be developed to ensure the compensation towards the losses likely to be caused by the project. The SIA should cover the EZ site as well off site infrastructures sites proposed for the project.

# 9. Master Planning

## 9.1. Purpose and Objective

The aim of setting up an EZ in Araihaazar is to develop multi-sectoral industries such as Heavy Machinery, Iron and steel and metals, Non-Metallic Minerals, Light Machinery & Equipment and furniture, Electrical and Electronics, Pharmaceuticals and Leather and leather products in the region with excellent state-of-the-art infrastructure facilities and professional management to attract and support investments in industrial sectors.

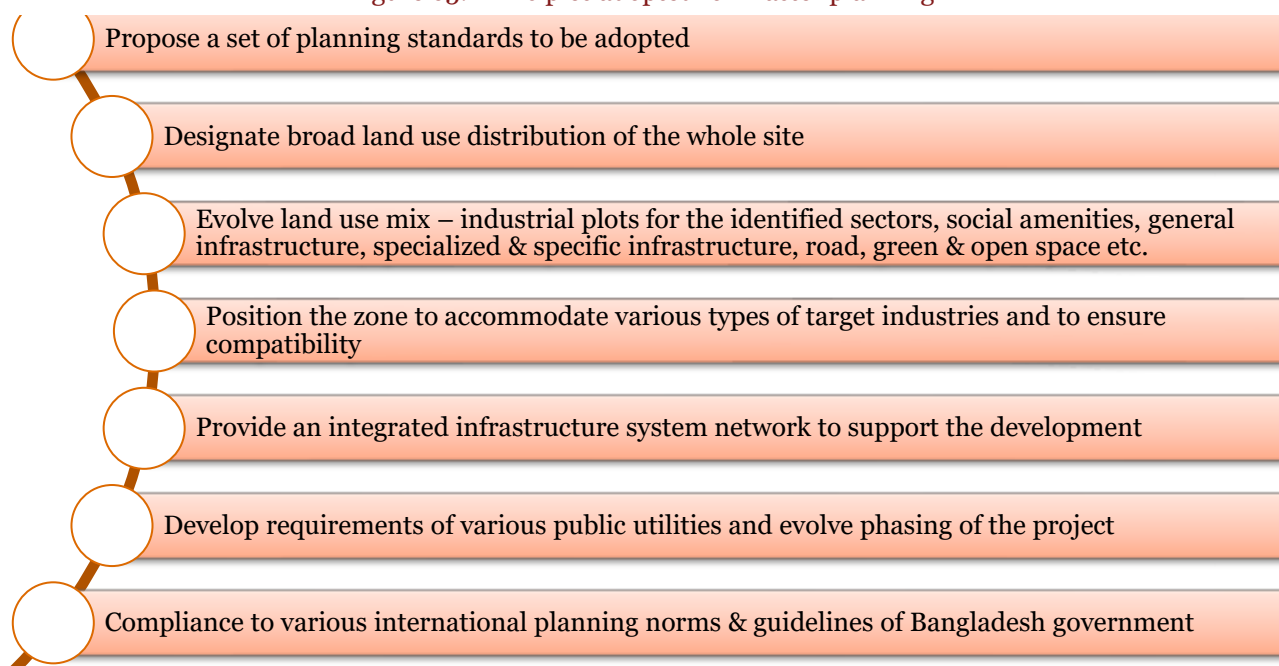
While short-listing the above industries, for master planning purpose, entire processing area has been considered as a single industrial zone having varied plot sizes. However, this zoning plan is indicative in nature and may vary based on on-ground implementation of the project. The developer may undertake a separate industry assessment and master planning exercise in order to validate the same.

Hence, Araihaazar EZ, in the form of prepared land, is planned to be developed with general and specialized infrastructure facilities. This EZ focuses on development of large, medium and small-scale industries. All facilities required for target industries have been planned and identified in this chapter. This will enable the proposed EZ to function as an integrated package having the required facilities and service activities with sufficient provision for future growth and expansion.

Given the industrial base and the concept of EZ which has evolved to leverage the cluster advantage of industries, the proposed project will strengthen Narayanganj district's position in the industrial sector map of Bangladesh and will contribute to the economy. A careful planning exercise has been undertaken to position the project taking into account the geographic, demographic, raw material resources, industrial, economic and social characteristics of the region and it is in this context that master planning of the project assumes significance.

In order to implement this uniquely conceived EZ as a fully integrated and functional facility, as well as to develop confidence for foreign and local developers to undertake the development of the project and subsequent operation of their businesses, certain planning objectives/principles are envisioned as depicted in the figure below.

Figure 65: Principles adopted for master planning



Source: MACE analysis

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## 9.2. Methodology of Master Planning

### Based on industry assessment and demand forecast

The industries which would be envisaged for this EZ site were shortlisted after an extensive study on the macro-economic parameters of Bangladesh, combined with regional and site level assessment in order to identify and leverage the raw materials and market demand which would assist the industries in the EZ site. This was further validated through primary interactions and stakeholder consultations. Demand forecast for land space from each industry identified during industry assessment, has been calculated based on the country level growth trend of the identified industry after taking into consideration the regional level investments, development of mega infrastructure and other green field EZs planned in the region.

### Methodology adopted in preparing the master plan

The methodology adopted in preparing the master plan is provided below –

#### **Step 1: Study of existing features and constraints**

As a preliminary step of preparing the master plan, existing features in and around the proposed EZ have been studied in detail to understand the beneficial features and constraints at the EZ site. It is also necessary to understand the site on basic factors such as existing connectivity, the predominant wind direction, general slope of the terrain etc.

#### **Step 2: Preparation of master plan**

As a preliminary step of preparing a land use plan, major road network inside the EZ site has been planned based on entry/exit points connecting all the zones within EZ. This has been followed by sub-zoning, land parcellation, planning of internal secondary access roads based on land parcellation, planning of utilities & amenities, green & open space and phasing.

The planning concepts considered for the proposed EZ is depicted on the next page. The EZ shall be a self-contained region with a salubrious surrounding and is envisaged to be developed as “Sustainable-holistic-smart intelligent-eco-economic zone”.

#### **Step 3: Zoning**

During this zoning stage, entire site area would be divided into different zones.

## 9.3. Master Planning Consideration

Planning for the proposed EZ is based on the broad objective of establishing a world class business environment targeted essentially at high growth manufacturing and processing industrial & related infrastructure sectors.

Each zone within the EZ has been planned to be dedicated to the specific sub-sector and would be a self-sufficient unit in terms of facilities, ability to attract investors and revenue generation.

Social and commercial amenities are also planned to provide convenience to visitors as well as to the working population within the EZ. The project is planned to be housed in a lush green environment and accordingly, landscaping and greenery are planned.

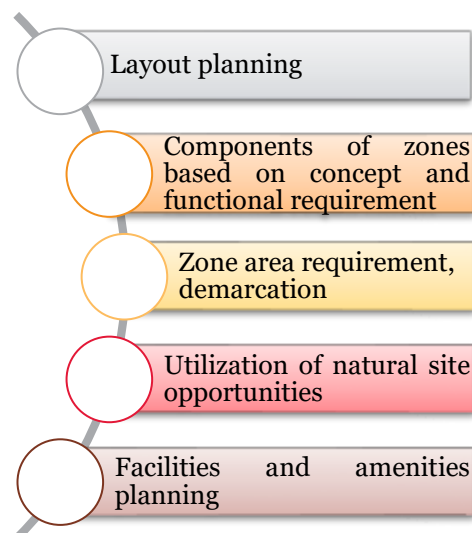
- **Land use and layout:** The whole area is suitably divided into a number of identified activity centres of different sizes. The layout is developed with complete understanding of the phasing program. Integration of the financial aspects with physical planning aspects is the most important factor for success in implementation;
- **Constraints and core offering of the site:** All site-specific constraints are fully respected and mitigation measures are fully taken into consideration while developing the master plan. Similarly, the planning fully leverages the core and supplementary offering of the site;
- **Services and amenities:** The master plan considers planning for services and amenities;



- **Lack of enforcement/control on land use and growth of unapproved layouts:** Well-conceived EZ implementation framework shall be suggested to address these issues;
- **Non-uniform distribution/concentration of industrial growth pockets:** A structured industrial zoning in terms of raw material, effluent generation, pollution level category, end-product distribution etc. is done and accordingly sub-zones in EZ are suggested;
- **Conservation of ground water & surface water resources:** Sustainable infrastructure planning, incorporation of eco-friendly concepts and environment sustainability, water conservation schemes, environmental infrastructure, recycling and reuse options etc. are incorporated in the EZ development program;
- **Poor quality of roads & unplanned road junctions leading to traffic congestions:** EZ development plan identifies the constraints and appropriate road network including the approach roads, road congestion removal by the provision of grade separators and hinterland connectivity, augmentation/ widening of existing roads are being suggested; and
- **Environmental management:** Various aspects such as adherence to pollution control norms & standards control over goods, storage and handling of industrial waste, common treatment, etc. are given paramount importance while planning.

The summary of considerations for master planning is depicted below.

Figure 66: Master planning considerations



Source: MACE analysis

## 9.4. Master Plan

A best practice master plan based on zoning exercise has been prepared. As a preliminary step of preparing a zoning-based master plan, major road network inside the EZ site has been planned based on entry/exit points connecting all the zones within EZ. This has been followed by sub-zoning, land parcellation, planning of internal secondary access roads based on land parcellation, planning of utilities & amenities, green & open space and phasing.

Detailed master planning is done on basis of a cluster wise approach covering the following components:

- Land use plan;
  - Detailing the locations and sizes of various land uses
- Land parcel plan;
  - Showing the subdivision of industrial land

- 
- Micro level zoning;
  - Phasing;
  - Utilities mapping;
  - Greenery and open space plan; and
  - Road category.

The proposed master plan of EZ is given in the figure on next page.

Figure 67: Master plan of EZ



Source: MACE analysis

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Various type of industries arrived from market demand analysis are as follows-

- Heavy Machinery;
- Iron and steel and metals;
- Non-Metallic Minerals;
- Light Machinery & Equipment and furniture;
- Electrical and Electronics;
- Pharmaceuticals and Leather and leather products

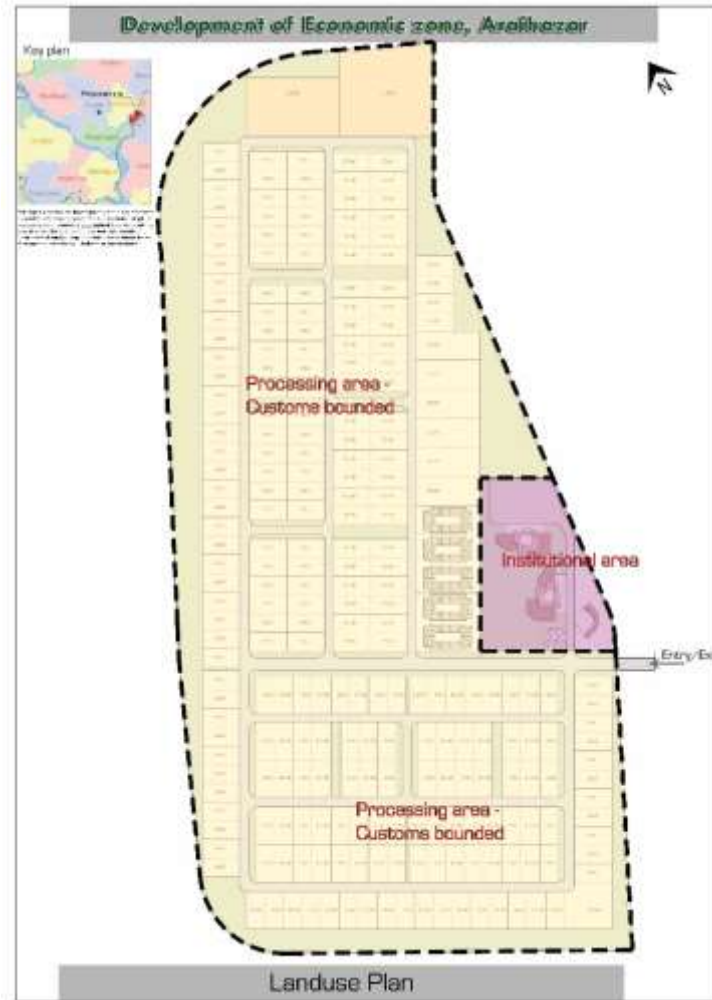
Within industrial zone, there should be a chance for establishing various type of industries according to the trend, and requirement of developer. In order to provide that flexibility during implementation stage, area for the industrial zone has been earmarked as whole. This will attract the developers towards EZ due to its high flexibility. Apart, area for utilities, amenities, green & open space and supporting facilities have been earmarked in the proposed master plan.

## ***9.5. Land Use Plan***

The land use pattern of the EZ is determined considering the land requirement for various processing units, public amenities etc.

The different land use proposed in the master plan is depicted in the figure below.

Figure 68: Land use plan of EZ



Source: MACE analysis

Table below provides the land use pattern of the proposed EZ.

Table 75: Land use pattern of the proposed EZ

Land use pattern	Total area		Saleable area		Non-saleable area	
	acres	In %	acres	In %	acres	In %
<b>Processing area</b>						
Industrial plots	276.16	66.87%	276.16	66.87%		
Utility	19.30	4.67%			19.30	4.67%
Road	52.96	12.82%			52.96	12.82%
Green & buffer space	50.26	12.17%			50.26	12.17%
<b>Total processing zone</b>	<b>398.67</b>	<b>96.53%</b>	<b>276.16</b>	<b>66.87%</b>	<b>122.51</b>	<b>29.66%</b>
<b>Non-processing area</b>						
Public & support amenity	12.84	3.11%	6.42	1.55%	6.42	1.55%
Road	1.48	0.36%			1.48	0.36%

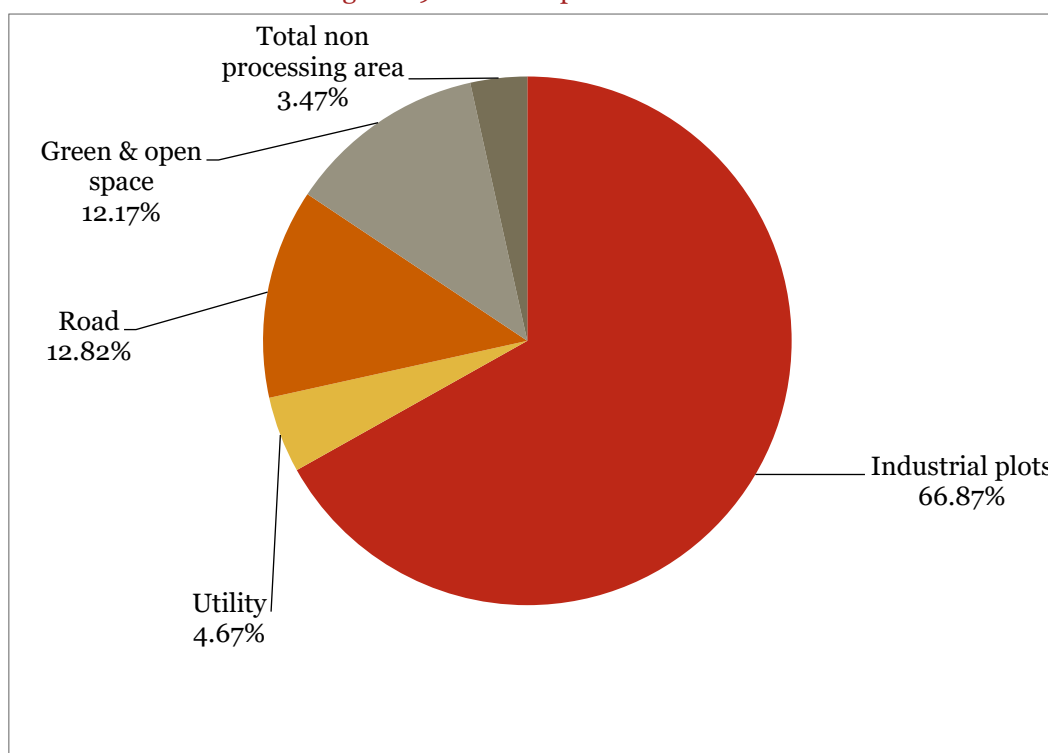
<b>Total Non-processing area</b>	<b>14.33</b>	<b>3.47%</b>	<b>6.42</b>	<b>1.55%</b>	<b>7.90</b>	<b>1.91%</b>
<b>Total area</b>	<b>413.00</b>	<b>100.00%</b>	<b>282.58</b>	<b>68.42%</b>	<b>130.42</b>	<b>31.58%</b>

Source: MACE analysis

The land use pattern as elucidated in the table above covers the infrastructural components being planned to be developed inside the EZ site. Provision of Standard Factory Buildings (SFBs) over an area of 15 acres having 60% coverage that would be established for industries.

Due care has been taken to include provisions for adequate green and open space. Non-processing area has been segregated into different blocks to include facilities like admin & customs blocks and supporting amenities.

Figure 69: Land use pattern – EZ site



Source: MACE analysis

The above figure indicates a percentage wise breakup of land use pattern of the entire EZ site. An overview of this figure reveals that industrial area has been allocated as maximum area in the EZ site, given the fact that Araihaazar potential to establish industries with good access to raw materials.

Based on the land use pattern shown in the previous page, 68.42 % of land area accounts for saleable area and remaining 31.58% of land area accounts for non-saleable area. Out of 68.42% total saleable area, 66.87% accounts for industrial use of targeted sector. Remaining 1.55% of saleable land area is earmarked for supporting amenities. Zone specific and supporting amenities include all support infrastructure such as vocational training centres, R&D facilities, administration and customs block, commercial and retail, healthcare, childcare facilities, etc.

Green space required as per BEZA guidelines and international planning norms in practice has been earmarked at strategic locations in the master plan. Private green within the industrial plots is not included in the computation of overall green area of EZ. The greenery has been proposed all along the boundary of the site, at common public space and between each industrial zone.

The layout showing earmarked area for green/open space within the proposed EZ is shown in the next page:

Figure 70: Green and open space



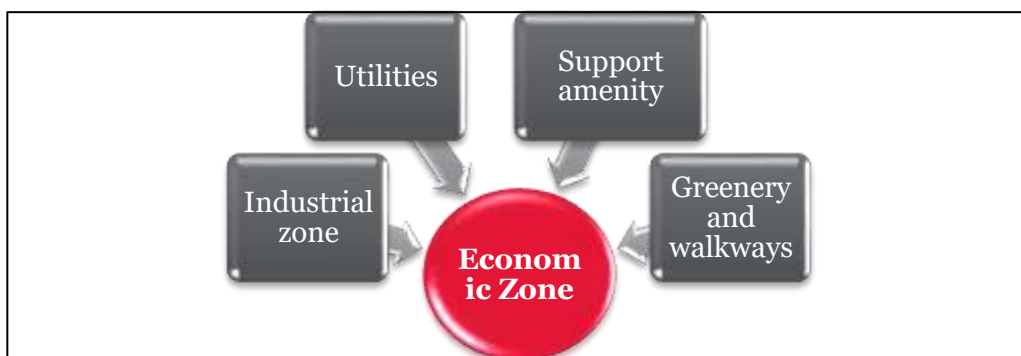
Source: MACE analysis

## 9.6. Zoning Plan

The zoning design has been done in order to have a smooth pedestrian circulation by simplifying the movement patterns and allowing the inter-zone movement.

**Zoning, product mix and facility configuration** A well-balanced land use has been envisioned with a judicial mix of business, commercial and social zones as illustrated in the below figure.

Figure 71: Zoning, product mix and facility configuration



Source: MACE analysis

## 9.7. Zoning Principles

The development bound to occur within the EZ premises shall comply with competent local byelaws. This shall ensure a uniform development of the structures and buildings planned within the EZ. BEZA has prepared a stand-alone development control regulation guideline which derives its essence from the local planning guidelines (As per Bangladesh National Building Code). It shall be ensured that any tenant/occupant unit in the EZ shall comply with the norms as stipulated below.

### Floor Area Ratio (FAR)

- Floor area ratio is defined as ratio between the total build-up area and total plot coverage; and
- In construction of building, FAR shall be 6, provided that internal roads, open to sky driveway and parking area, tanks, Sewage Treatment Plant (STP), Effluent Treatment Plant (ETP) shall be excluded from FAR calculation.

### Site coverage

In the construction site, the covered area shall be as follows:

- Maximum 50% of the total area shall be covered by factory building, powerhouse, storage, covered parking, ETP, overhead STP etc.;
- 30 % of the site shall be covered by the driveway, open parking, 50 sqm guard room, fire command centre, cycle stand, internal roads, underground water tank & septic tank; and
- 20% of the site shall be open to sky soak area, provided that soaking soft pave may be used instead of green grass or naked earth in the open space.

### Setback

- A minimum front setback of 12 m shall apply to the primary street and a minimum setback of 4.5 m shall apply to the secondary street or unless otherwise determined by the Authority;
- Side and rear setbacks shall be 3.5 m;
- Notwithstanding anything contained in sub-rule (1) and (2), the Authority may, considering the following circumstances, make variation up to a reasonable limit in determining the setbacks, namely:
  - General streetscape;
  - Properties and buildings near and surrounding the site;
  - Fire separation distance;
  - Solar aspect and prevailing breezes; and
  - Bulk of the development.

### Community open space for industrial plots.

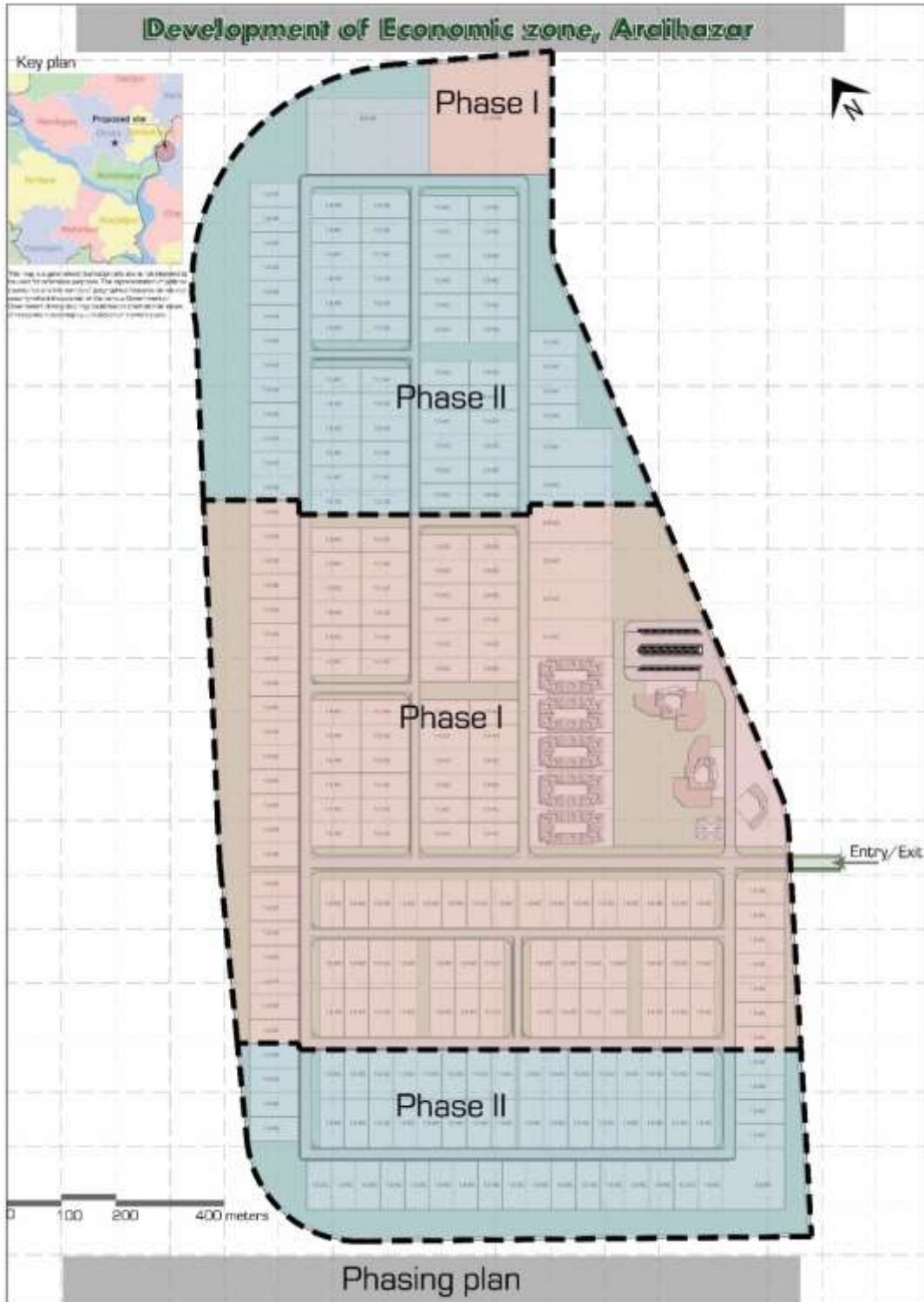
- For every industrial plot having an area of 1.0 hectare or more, a minimum of 10% of the total area, but not exceeding 0.25 hectare, shall be reserved as community open space and such area shall be contiguous to and shall have a means of access from every unit of the industry for recreational activities of the persons working in the industry and also linked to the external roads for safe exit during emergency; and
- The adjacent road network and the internal open space together shall be used for the assembly area during emergency.



## 9.8. Phasing Plan

The project is planned to be developed over 2 phases. It is proposed to develop 226 acres of land in phase I and 187 acres of land in phase II. The details of the phasing plan are shown below.

Figure 72: Phasing plan of EZ



Source: MACE analysis

The details of the phase wise land use breakup are as shown in table below.

Table 76: Phase wise land use breakup

Land use pattern	Total area	Phase I	Phase II
	(in acres)	(in acres)	(in acres)
<b>Industries</b>	276.16	145	131.16
<b>Utility</b>	19.30	9.65	9.65
<b>Road</b>	52.96	31.77	21.18
<b>Green and open spaces</b>	50.26	25.13	25.13
<b>Non-processing area</b>	<b>14.33</b>	14.33	
<b>Total</b>	<b>413.00</b>	<b>225.9</b>	<b>187.12</b>
	<b>~ 413</b>	<b>~226</b>	<b>~187</b>

Source: MACE analysis

## 9.9. Plot Details

There are totally 258 plots within EZ out of which 255 plots are earmarked for industrial usage, 2 plots for utilities and remaining 1 plot has been earmarked for public & support amenities.

The number of plots and different configuration of plots provided in the master plan are shown on the next page.

Figure 73: Plot configuration of EZ



Source: MACE analysis

From the proposed land use distribution, it can be observed that industrial usage is the predominant land use.

Besides offering pleasant environment for people to work, the development will offer a variety of prepared land plots complete with infrastructure for clients to build their own factories. Industrial land will be marketed as prepared land sites complete with infrastructure.

The parcellation of plots is done with the aim of accommodating various type of industries according to the convenient of investors. Occupant units can merge or sub-divide the prepared land into appropriate sizes to meet their own requirements. Conversely, the larger plots can be subdivided by introducing some minor roads if the demand is for small plots. Prominent sites which normally command a slightly higher land premium are reserved for industrial brand names and multinational companies (MNCs) who desire these prime locations for enhancement of their corporate image and are ready to pay a premium price for the same. A variety of small and large plots are provided to meet the varied needs of industrialists. Breakup of the industrial area and plot details envisaged for the EZ site is given below.

Table 77: Break up of industrial area and plots

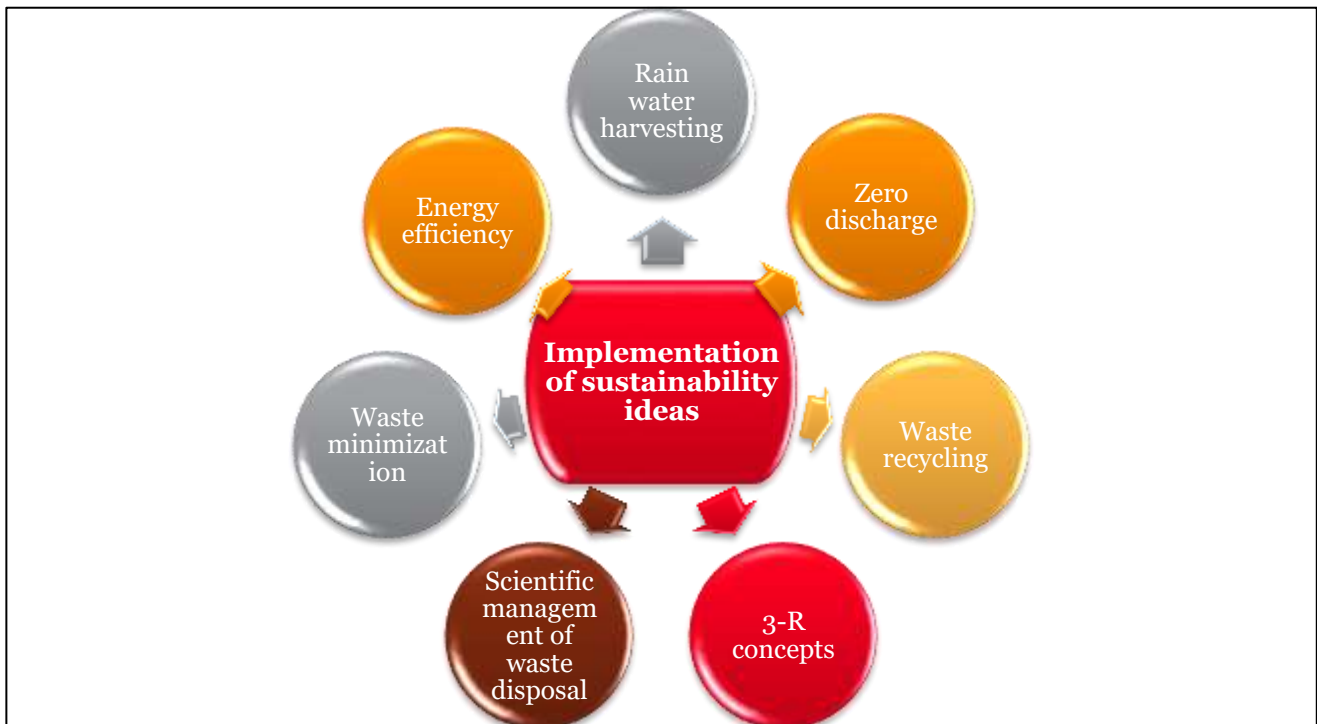
Description	Industrial area /plots	Phase I	Phase II
		industrial breakup	industrial breakup
<b>Industrial area (in acres)</b>	<b>276.16</b>	<b>145.00</b>	<b>131.16</b>
<b>Number of industrial plots</b>	<b>255</b>	<b>135</b>	<b>120</b>
<b>1-acre plots</b>	246	130	116
<b>1-2-acre plots</b>	4	2	2
<b>&gt; 2-acre plots - SFB</b>	5	4	1

Source: MACE analysis

## 9.10. Sustainability Initiatives

The development of the EZ is driven on strong foundation of sustainability concepts and these needs were built right in the conceptualization stage itself. The sustainable elements conceived in the concept plan include use of eco-friendly materials, recyclable material, avoidance of toxic chemicals, usage of environmental friendly

Figure 74: Sustainability initiatives



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products, waste minimization technologies, scientific treatment of waste and energy recovery possibilities to reduce power consumption etc. as shown in the figure below.

Source: MACE analysis

Implementation of the above-suggested sustainability ideas inside the EZ would enable an eco-friendly and holistic growth of the regional economy providing adequate benefits to local stakeholders and at the same time preserving the local fauna and flora in vicinity of EZ site.

## **9.11. Key Takeaways**

Taking inputs from industry assessment and demand forecasting, best practice master planning has been carried out to enable state-of-the art infrastructure facilities in the proposed EZ to attract and support investments in industrial sectors.

Master planning takes into cognizance layout planning, zoning based on concept & functional requirements, facilities & amenities planning. Master plan comprise of zoning plan, road network plan, detailed land use and phasing plan.

Key recommendations formulated from this exercise are outlined below-

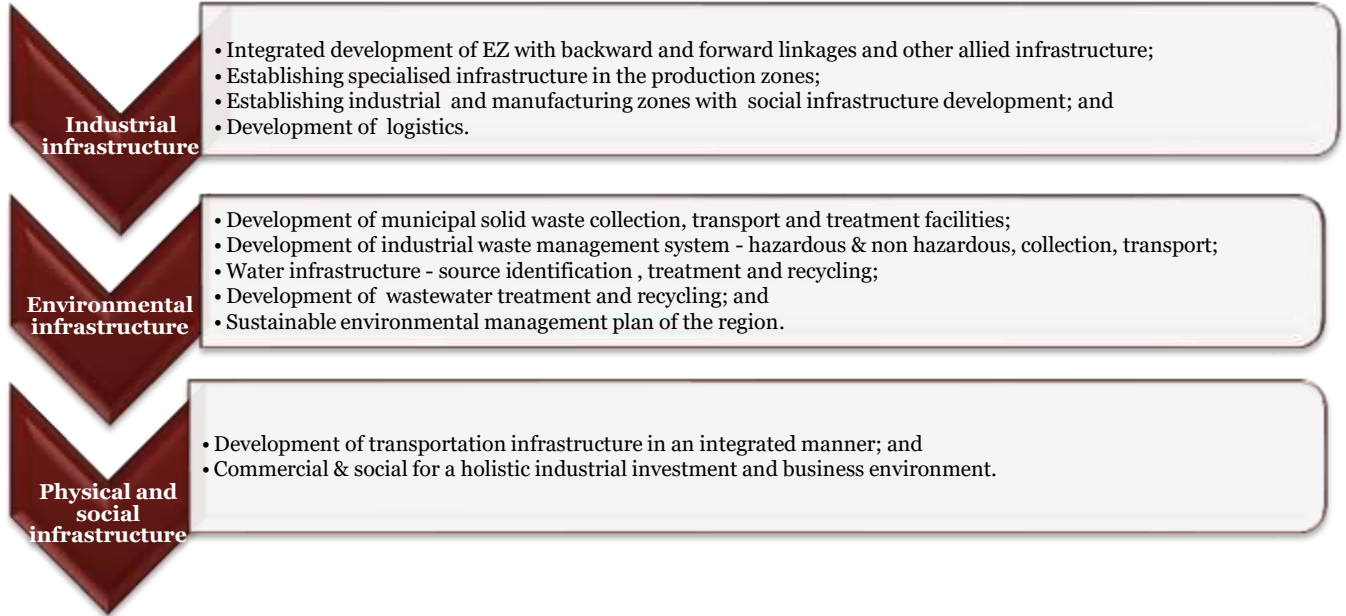
- During master plan, entry/exit has been planned from the approach road connecting the site. The whole site area has been divided into various zones such as industrial zone, institutional zone, amenities and utilities zones;
- Land parcellation, planning of utilities & amenities and phasing of proposed master plan;
- This project has been planned to be developed over 2 phases with each phase having a construction period of 2 years;
- Best practice master planning indicates that 68.42 % of land accounts for saleable area and remaining 31.58 % of land accounts for non-saleable area. Out of 68.42 % total saleable area, 66.87 % accounts for industrial use of targeted sector and remaining 1.55 % is for public and support amenities; and
- 258 plots have been earmarked in the proposed master plan for different usage out of which 255 plots are earmarked for industrial usage, 2 plots for utilities and remaining 1 plot has been earmarked for public & support amenities.

# 10. Infrastructure Plans

## 10.1. Purpose and Objective

The industrial, environmental, physical & social infrastructure objectives of EZ are described in figure below.

Figure 75: EZ infrastructure objectives



Source: MACE analysis

The infrastructure is the key requirement for sustainable operation of the EZ. Infrastructure requirements are categorized as follows:

- 1) Infrastructure within EZ;
- 2) Specialized infrastructure; and
- 3) External connectivity and off-site infrastructure for EZ.

All the necessary infrastructure facilities for the development are designed to create an ideal ambience and best environment.

As a part of infrastructure planning and designing, the infrastructure demand will be calculated. For the same, it is planned to consider the high demand industrial requirement as a base value for arriving the overall demand of water, power etc., for the proposed EZ. Hence, it provides the flexibility in establishing different industries based on the investors requirements which makes the EZ ready to occupy with sufficient infrastructure facilities to meet their demand.

## 10.2. Methodology of Infrastructure Plans

The basic considerations and the methodology adopted for planning various infrastructure components within the EZ are provided in the following table.

Table 78: Details of components covered under infrastructure plan

Components	Detailing of utilities, infrastructure within proposed EZ
➤ <b>Roads – general considerations</b>	○ Primary, secondary, collector roads are planned to give access to the industries within the EZ; and

Components	Detailing of utilities, infrastructure within proposed EZ
	<ul style="list-style-type: none"> <li>○ In order to maximize land values and minimize land taken by major and minor roads, a proper hierarchy of roads is proposed to ensure smooth traffic movement inside EZ.</li> </ul>
<ul style="list-style-type: none"> <li>➤ <b>Roads – categories</b></li> </ul>	<ul style="list-style-type: none"> <li>○ Different categories of roads are proposed for the internal road transportation network; and</li> <li>○ The details are given in <b>Table-Hierarchy of roads.</b></li> </ul>
<ul style="list-style-type: none"> <li>➤ <b>Roads – pedestrian walkways</b></li> </ul>	<ul style="list-style-type: none"> <li>○ Routes and paths are provided for easy movement of visitors with enough care so that no transport system interrupt in the way of pedestrians;</li> <li>○ Aesthetically designed walkways are provided along with lush green environment on either side of road;</li> <li>○ Pedestrian walkways are provided for all categories of roads;</li> <li>○ All services for drains, sewers, water, power and telecom are contained within the road right of way;</li> <li>○ Necessary signage, street name boards, zone guiding maps and visitor’s guidance map etc. are suggested to be positioned at necessary locations, such as intersections and at various strategic locations in each zone; and</li> <li>○ No access is planned to be allowed near the road junctions and it is recommended that ingress/egress points will be with a setback of at least 30 m from the road junction.</li> </ul>
<ul style="list-style-type: none"> <li>➤ <b>Roads - pavement structure</b></li> </ul>	<ul style="list-style-type: none"> <li>○ In the proposed EZ, flexible pavement structure is recommended for the following reasons: <ul style="list-style-type: none"> <li>• Ease of rehabilitation in consideration for anticipated long-term settlement; and</li> <li>• Lower reinstatement cost to accommodate future laying of utility services.</li> </ul> </li> <li>○ The typical composition of flexible pavement structure is detailed in <b>Table - Composition of flexible pavement structure</b> considering California Bearing Ratio (CBR) value of 2% and traffic in cumulative equivalent standard axles (ESA) (millions) is 30;</li> <li>○ Wherever necessary, the unsuitable soil at sub-grade/below sub-grade level shall be replaced with suitable materials as per standard specifications; and</li> <li>○ The surface wearing course should be delayed in the initial construction and could instead be laid 12 months later or in the subsequent road development program. This would minimize reinstatement costs during subsequent underground services laying, road crossings, connections and settlement in the filled areas.</li> </ul>
<ul style="list-style-type: none"> <li>➤ <b>Surface drainage – general considerations</b></li> </ul>	<ul style="list-style-type: none"> <li>○ Based on topography of the EZ, the drainage pattern has been decided.</li> </ul>
<ul style="list-style-type: none"> <li>➤ <b>Surface drainage – peak runoff</b></li> </ul>	<ul style="list-style-type: none"> <li>○ The peak runoff and discharge capacities are computed based on the following design parameters: <ul style="list-style-type: none"> <li>• The peak runoff is planned to be computed based on rational formula: <ul style="list-style-type: none"> <li>-</li> <li><math>Q = C * I * A / 360</math></li> <li>Where, Q = Quantity of runoff, m<sup>3</sup>/s</li> <li>C = Coefficient of runoff</li> <li>I = Intensity of rainfall, mm/hr</li> <li>A = Catchment area, hectare</li> </ul> </li> </ul> </li> </ul>

Components	Detailing of utilities, infrastructure within proposed EZ
	<ul style="list-style-type: none"> <li>Considering the nature of soil/ surface, the coefficient of runoff adopted in the drainage computation are given below:  0.9 - for built-up area;  0.5 - for road and other paved area; and  0.2 - for greenery and open area.</li> </ul>
<p>➤ <b>Surface drainage – sizing</b></p>	<ul style="list-style-type: none"> <li>The sizing of the drains is designed based on the discharge capacity of Qc to cater adequately the estimated peak runoff using Manning's formula: -  <math display="block">Q_c = (1/n) * A * R^{2/3} * S^{1/2} \text{ (m}^3\text{/sec)}</math> Where  A = Area of cross-section of drain (m<sup>2</sup>)  R = Hydraulic mean radius (m)  S = Hydraulic gradient  n = roughness coefficient</li> </ul>
<p>➤ <b>Surface drainage – design &amp; scheme</b></p>	<ul style="list-style-type: none"> <li>The drainage system is planned to cater for the entire EZ through gravity flow;</li> <li>Drains are proposed to be provided on both sides of the roads;</li> <li>Open trapezoidal drain is considered for the surface runoff collection due to easy maintenance for the primary road. Stone pitching is considered for the side walls and plain cement concrete (PCC) for the base;</li> <li>Covered rectangular brick masonry drain is considered for the remaining areas for optimization of area under drainage;</li> <li>Reinforced cement concrete (RCC) box/pipe culverts of suitable sizes are considered for road crossings; and</li> <li>Rainwater harvesting structures are envisaged all along the drain at every 100 m interval.</li> </ul>
<p>➤ <b>Water demand</b></p>	<ul style="list-style-type: none"> <li>The water demand estimation norms considered for arriving the water demand is depicted in <b>Table-Water demand estimation norms.</b></li> </ul>
<p>➤ <b>Water losses</b></p>	<ul style="list-style-type: none"> <li>Water losses occur in the distribution and transmission network. The percentage of loss depends on the pipe material, jointing system, etc. As this is a complete loss, it is attempted to keep these losses below 10% of the total demand;</li> <li>Potable water has been used for processing, bathing and washing clothes, cooking, drinking and washing vessels;</li> <li>Non- potable water has been used for gardening, cleaning, cooling and toilet flushing; and</li> <li>The water consumption pattern assumed is given in <b>Table-Water consumption pattern.</b></li> </ul>
<p>➤ <b>Fire protection demand - non-potable</b></p>	<ul style="list-style-type: none"> <li>Fire demand in litres per minute has been calculated based on the following formula:  <math display="block">Q_{FD} = 4000 \times (P)^{0.5} \times (1 - 0.01 \times (P)^{0.5})</math> Where P = Population in thousands per hectare  <math display="block">Q_{FD} = 866 \text{ lpm}</math> <math display="block">= 46 \text{ cum/hr}</math></li> <li>Considering two hours fire demand requirement, the total quantity of water required for fire protection is 92 cum; and</li> <li>Demand for firefighting has not been considered under daily demand. One-time storage i.e. 2 hours of fire demand will be reserved and maintained at all time.</li> </ul>



Components	Detailing of utilities, infrastructure within proposed EZ
<p>➤ <b>Average water demand</b></p>	<ul style="list-style-type: none"> <li>○ Based on the computation and analysis, the total average water demand is estimated and presented in <b>Table-Summary of water demand</b>; and</li> <li>○ The water demand estimation for different components in the processing and non-processing area is depicted in <b>Table- Estimation of average daily water demand</b>.</li> </ul>
<p>➤ <b>Water storage</b></p>	<ul style="list-style-type: none"> <li>○ Based on the above estimates, the following infrastructure for the EZ is proposed.</li> <li>○ <b>Sump</b> <ul style="list-style-type: none"> <li>• The total storage capacity of the sump is based on 24 hours storage. Proposed storage capacity is shown in <b>Table- Sump storage capacity</b>; and</li> <li>• Two sumps have been proposed, one for potable water and other for non-potable water which includes fire demand.</li> </ul> </li> <li>○ <b>Elevated level service reservoir (ELSR)</b> <ul style="list-style-type: none"> <li>• The total storage capacity of the ELSR is based on 2 hours storage. Storage requirement is shown in <b>Table – ELSR capacity</b>;</li> <li>• Two numbers of ELSR have been proposed, one for potable water and other for non-potable water to serve the processing and non-processing area; and</li> <li>• As per standard norms, the tail end should have a minimum residual pressure of 7.0 m. To meet the norms, the staging height of ELSR shall be fixed accordingly by the project implementation agency.</li> </ul> </li> </ul>
<p>➤ <b>Water pumping station</b></p>	<ul style="list-style-type: none"> <li>○ Water pumping station for potable and non-potable water is required for pumping from the sump to ELSR; and</li> <li>○ The water supply scheme including distribution is planned based on the peak flow, minimum residual pressure and pipe material.</li> </ul>
<p>➤ <b>Water distribution network</b></p>	<ul style="list-style-type: none"> <li>○ It is proposed to provide separate water distribution network for potable and non-potable supply;</li> <li>○ The design criteria for the design of water supply network are given below. <ul style="list-style-type: none"> <li>• Demand computation based on the analysis;</li> <li>• Working hours per day – 24 hours;</li> <li>• Pipe material <ul style="list-style-type: none"> <li>▪ For pumping main - DI (K9);</li> <li>▪ For distribution up to 200 mm diameter - HDPE (PE 100);</li> <li>▪ For distribution above 200 mm diameter - DI (K7);</li> <li>▪ Pipe roughness co-efficient - 140 for DI and 150 for HDPE;</li> <li>▪ Formula used for friction loss - Hazen Williams;</li> <li>▪ Minimum residual pressure at all tapping points - 7.0 m;</li> <li>▪ ELSR staging height - as per design requirement.</li> </ul> </li> </ul> </li> <li>○ The proposed pipe size and pumping capacity are given in <b>Table - Pipe sizing for processing area and Table-Pump capacity</b></li> </ul>
<p>➤ <b>Sewage quantity estimation</b></p>	<ul style="list-style-type: none"> <li>○ The sewerage system is planned to cater for the anticipated peak discharge requirements and to treat the waste to the required discharge standards;</li> <li>○ The estimation of the sewage shall vary depending upon the land use distribution;</li> <li>○ The domestic sewage to be generated has been assumed to be 80% of the domestic water consumption in addition to an infiltration of 10%;</li> <li>○ The general wastewater generation pattern adopted in domestic premises is presented in <b>Table-wastewater generation pattern</b>;</li> </ul>

Components	Detailing of utilities, infrastructure within proposed EZ
	<ul style="list-style-type: none"> <li>○ Wastewater generated from toilets is considered as sewage (black water) and wastewater generated from bath/shower, laundry, hand basin and kitchen are considered as sullage (grey water) and the pattern of the same is depicted in <b>Table-Sewage and sullage generation pattern;</b></li> <li>○ The estimation of average daily sewage and sullage generation is detailed in <b>Table - Sewage and sullage generation estimation;</b></li> <li>○ Treated wastewater available @ 90% = 646 cum/day;</li> <li>○ Non-potable water demand is 4643 cum/day;</li> <li>○ Entire treated wastewater shall be utilized for non-potable usage;</li> <li>○ Following design criteria is proposed for sewage collection system. <ul style="list-style-type: none"> <li>● Demand computation based on the analysis;</li> <li>● Working hours per day – 24 hours;</li> <li>● Pipe material - NP2 RCC for all areas except road crossing and NP3 RCC for road crossing;</li> <li>● Pipe roughness co-efficient - 0.011;</li> <li>● Peak flow factor – 3;</li> <li>● Formula used to calculate friction loss - Manning’s;</li> <li>● Infiltration - 10%;</li> <li>● Self-cleansing velocity - 0.6 m/s;</li> <li>● Minimum cover - 1 m; and</li> <li>● Manhole spacing – 30 m up to pipe size 900 mm.</li> </ul> </li> <li>○ It is proposed to collect treated sewage &amp; sullage through a single collection network which is planned based on the above design criteria. Sewerage network shall be established by the project implementation agency considering the topography of the site;</li> <li>○ The network is divided into trunk main and sub-mains according to the natural topography and other site constraints. Minimum pipe size of 150 mm diameter is considered for sewerage network; and</li> <li>○ Proposed pipe size of sewer network is provided in <b>Table - Pipe size-sewer network.</b></li> </ul>
<p>➤ <b>Effluent quantity estimation</b></p>	<ul style="list-style-type: none"> <li>○ Total estimated effluent quantity= 5 MLD;</li> <li>○ It is proposed to collect effluent through a collection network and shall be treated in respective zone specific CETPs. Effluent network and CETP shall be established by the project implementation agency considering the topography of the site;</li> <li>○ The proposed CETP’s shall treat the effluent to non-potable standard and shall be reused to meet the non-potable requirement of EZ;</li> <li>○ Treated effluent available @85% = 4024 cum/day;</li> <li>○ Non-potable water demand is 4643 cum/day; and</li> <li>○ Entire treated effluent shall be utilized for non-potable usage.</li> </ul>
<p>➤ <b>Solid waste management (SWM)</b></p>	<ul style="list-style-type: none"> <li>○ SWM is one of the most essential services for maintaining the quality of life in EZ and for ensuring better standards of health and sanitation.</li> <li>○ If properly collected at source, SWM would reduce several downstream problems related to transportation and disposal of the same. Solid waste (SW) generated in EZ can be broadly categorized as under: <ul style="list-style-type: none"> <li>● Industrial non-hazardous waste;</li> <li>● Industrial hazardous waste;</li> <li>● Domestic wastes: kitchen and wood waste, plastic, paper, floor sweepings, etc.</li> <li>● Road sweeping &amp; sanitary waste: human waste, etc.</li> </ul> </li> </ul>

Components	Detailing of utilities, infrastructure within proposed EZ
	<ul style="list-style-type: none"> <li>• Garden &amp; agriculture waste, leaves, branches, plants etc.</li> <li>• Roads/building construction waste: earth, asphalt, concrete, brick, plaster, wood, glass, stones etc.</li> <li>• E-waste: computer systems, peripheral equipment, mobile phone sets, TVs, audio sets etc.,</li> <li>• Hospital and biomedical waste.</li> </ul> <ul style="list-style-type: none"> <li>○ The role of integrated SWM is to reduce the quantity of SW disposed to land by recovering materials and energy from SW as depicted in <b>Figure -Waste reduction by integrated SWM.</b></li> <li>○ The generation rates of industries, logistics and commercial areas vary to such an extent that exact quantification of SW generation is not feasible.</li> <li>○ However, an attempt has been made to quantify the municipal solid waste (MSW) that may be generated from various zones of EZ. <ul style="list-style-type: none"> <li>• Industries – 200 gm / person / day;</li> <li>• Utilities – 100 gm /per person / day;</li> <li>• Road – 10.12 kg / hectare / day is considered for street sweeping;</li> <li>• Greenery – 30.36 kg / hectare / day is considered; and</li> <li>• Public and supporting amenities – 100 gm /per person/day.</li> </ul> </li> <li>○ Based on the above, MSW quantification has been carried out and depicted in <b>Table - Estimation of Municipal solid waste generation;</b></li> <li>○ Total estimated MSW quantity –4 TPD;</li> <li>○ Source segregation should be made mandatory and due care has be taken while planning the collection, transportation of waste within the site area. Users will be required to segregate their waste in the following categories and put in colour coded bins. <ul style="list-style-type: none"> <li>• Industrial non-hazardous waste;</li> <li>• Industrial hazardous waste;</li> <li>• Bio-degradable waste;</li> <li>• Non-biodegradable waste;</li> <li>• E-waste like parts of computer, monitor, cartridges etc.;</li> <li>• Construction debris, street sweepings etc.;</li> <li>• Hospital and bio-medical waste.</li> </ul> </li> <li>○ From the above only bio-degradable waste can be treated in the SW treatment facility within the EZ;</li> <li>○ The rate of MSW generation in the initial stages will be less than the estimated quantity and hence during the initial stage, the MSW generation rate can be considered as 50% of the estimated quantity; and</li> <li>○ The entire MSW is planned to be collected, segregated and bio-degradable waste shall be treated in the composting plant within EZ and the rejects shall be disposed to suitable landfill outside the EZ.</li> </ul>
<p>➤ <b>Power supply &amp; distribution</b></p>	<ul style="list-style-type: none"> <li>○ The system parameters are as follows: <ul style="list-style-type: none"> <li>• Transmission line – 132/33/11 kV;</li> <li>• Number of phases – 3;</li> <li>• System frequency - 50 Hz;</li> <li>• Consumer supply voltage 33 kV /11kV/415/240 volt.</li> </ul> </li> <li>○ As peak demand may vary for each facility in EZ, a diversity factor, which relates peak demand to rated load demand or calculated demand, is utilized in computation of maximum demand;</li> </ul>

Components	Detailing of utilities, infrastructure within proposed EZ
	<ul style="list-style-type: none"> <li>○ A simultaneity factor of 40% - 80% is normally considered;</li> <li>○ Power losses generally occur in the distribution network depending upon the type of conductors and equipment installed. As this is a complete loss to the system, it is generally kept below 10% of the total load;</li> <li>○ Estimated power demand is depicted in <b>Table-Estimation of power demand</b>;</li> <li>○ Total estimated power demand is 48 mVA;</li> <li>○ Distribution substation is proposed in a strategic location. Individual facilitation and all power reticulation are to be carried out at 33/11 kV;</li> <li>○ The advantage with reticulation at 33/11 kV is that it is the standard voltage and therefore electrical reticulation equipment for 33/11 kV systems would be readily available including spares;</li> <li>○ Distribution network is the main backbone of the reticulation system. It is most essential that the network must deliver uninterrupted power, in right quantity &amp; quality to individual facilities continuously;</li> <li>○ Power can be distributed by a network of overhead lines or underground cables and;</li> <li>○ An overhead distribution system is adopted for much more flexible extension, for connection of new consumers and being less expensive than an underground cable system.</li> </ul>
<ul style="list-style-type: none"> <li>➤ <b>Street lighting</b></li> </ul>	<ul style="list-style-type: none"> <li>○ Street lighting has been conceived in 2 different forms. <ul style="list-style-type: none"> <li>• Streetlights for the road network; and</li> <li>• Solar street lighting.</li> </ul> </li> <li>○ All the road and streets are provided with street lighting not only to assist pedestrians and traffic, but also to increase safety and security in the area. It is recommended that all lighting should be energy efficient LED streetlight mounted on power poles or on streetlight columns. For major roads, the average illumination should be about 20 lux.</li> </ul>
<ul style="list-style-type: none"> <li>➤ <b>Landscaping</b></li> </ul>	<ul style="list-style-type: none"> <li>○ This includes works associated with the landscaping within the EZ covering tree strips along the boundary, roads, public greenery etc.,</li> </ul>

Source: MACE analysis

Industry best practices have been adopted in order to create an outline of the supporting infrastructure for the EZ site as mentioned in the table above. Presence of infrastructure components highlighted above would ensure smooth functioning of industrial activities and ease of logistics movement within the EZ site.

## 10.3. Infrastructure Requirements and Concept Drawings

### 10.3.1. Roads

#### Hierarchy of roads

Primary, secondary, collector and local roads are planned to give access to the industries within EZ. These roads are looped and planned with the aim of providing smooth and dispersed traffic flow to reduce traffic congestion within EZ.

The hierarchy of roads planned within EZ are provided below.

Table 79: Hierarchy of roads

Category	Road width (m)	Carriage way width (m)	Number of lanes	Length (m)	
				Processing area	Non- processing area
Primary road	30	7.5 + 7.5	4	984	-
Secondary road	25	7.5 + 7.5	4	4286	-
Collector road	20	3.75+3.75	2	4096	300
<b>Total</b>				<b>9366</b>	<b>300</b>

Source: MACE analysis (total figures might have minor aberrations due to rounding off the decimals)

The composition of pavement structure is provided in the table below.

Table 80: Composition of flexible pavement structure

Layer	Composition details
Wearing course	Dense bituminous surfacing wearing course of 40 mm thick laid with mechanical spreaders
Binding coat	Tack coat of 0.30 kg/ sqm of 60/70 grade bitumen
Binder course	Dense bituminous surfacing base course of 110 mm thick laid with mechanical spreaders in 2 layers
Binding coat	Prime and tack coat of 1.2 kg / sqm & 0.30 kg/sqm of 60/70 grade bitumen
Base course	Aggregate base, type - I of 250 mm thick (minimum soaked CBR 80%) Aggregate base, type - II of 300 mm thick (minimum soaked CBR 50%)
Sub-base	Granular sub-base of 250 mm thick (minimum soaked CBR 25%)
Improved sub-grade	Improved sub-grade of 250 mm thick (minimum soaked CBR 5%)

Source: MACE analysis

Adhering to the pavement structure outlined in the table above would ensure longevity of the road surface and minimize deterioration of road surface & need for frequent repair and maintenance works.

### Road network drawing

The road network layout for the proposed EZ is shown below:

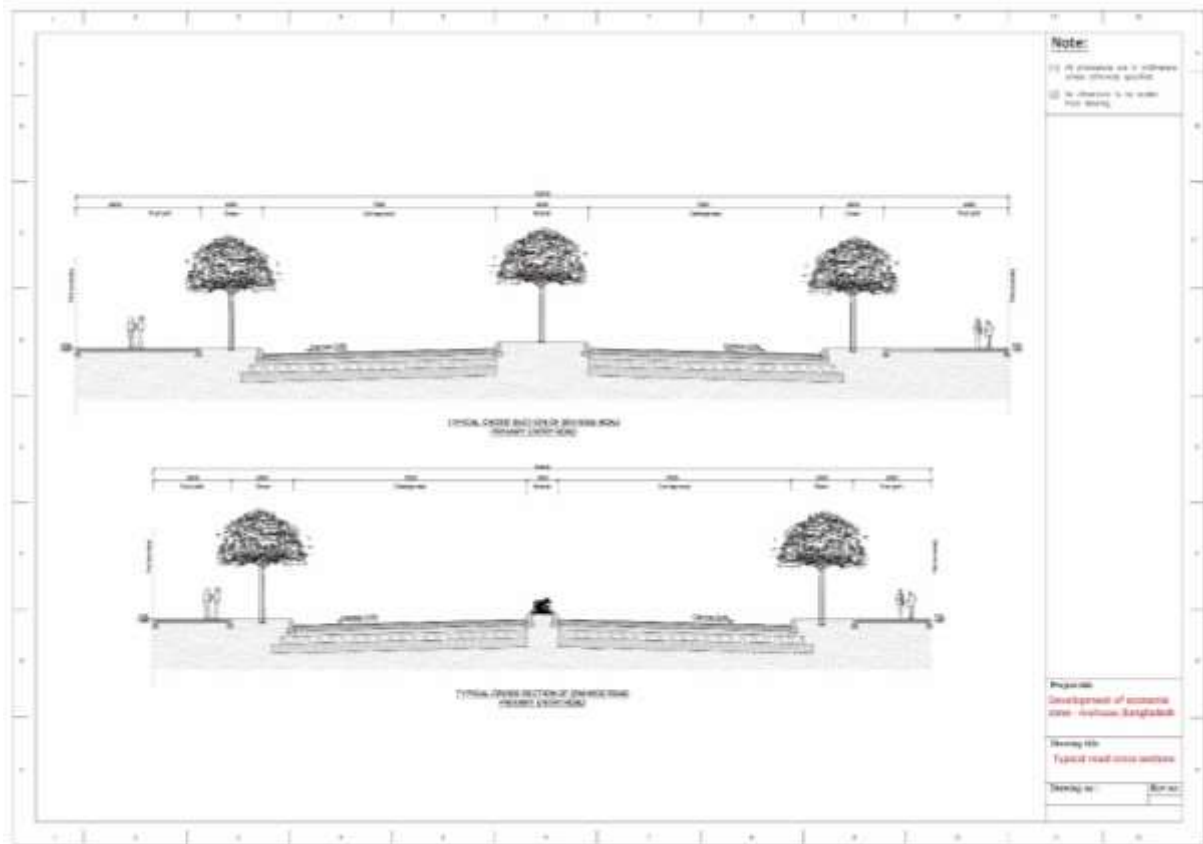
Figure 76: Road network diagram



Source: MACE analysis

The above figure outlines the top view of the road network diagram. As evident from the diagram above, road plan has been prepared to ensure last mile connectivity to all units inside the EZ site. Figure on next page outlines the cross-sectional view of the road structure.

Figure 77: Road cross section details



Source: MACE analysis

The typical cross-sectional view of the road structure is shown in the above figures. As elaborated in the figure, it is suggested to consider provision for riding surface, drainage and street lighting facilities.

### 10.3.2. Power

Design basis

- **Electrical system - EHV / HV supply**

Nominal voltage	:	132/33 kV $\pm$ 5%
Frequency	:	50 Hz $\pm$ 2.5 %
Number of phases	:	3 phases, 3 W
Fault level	:	26 kA
- **Distribution supply**

Nominal voltage	:	33/11 kV / 415 V/230 V $\pm$ 6%
Frequency	:	50 Hz $\pm$ 3%
Number of phases	:	3 phases, 3/4 W

## Power demand basis

The power estimation carried out below is at ultimate level and based on published standards, guidelines and best industry standards. However, this is indicative in nature and may vary on the on-ground implementation of the project.

Table 81: Power demand estimation – basis

Land use pattern	Load in kVA/acre & kVA/sqm of BUA	Simultaneity factor
<b>Processing zone</b>		
Industries	185.00	80%
Utility	105.00	40%
Road	14.00	40%
Green & open space	5.00	40%
<b>Non-processing zone</b>		
Public and support amenity	0.14	70%
Road	14.00	40%

Source: Published standards, guidelines and best industry standards

Note - BUA refers to built-up area.

## Power demand estimation

- The system parameters are as follows:
  - Consumer supply voltage - 33/11 kV/415/240 Volt;
  - Number of phases - 3;
  - System frequency - 50 Hz.
- As peak demand may vary for each facility in EZ, a simultaneity factor, which relates peak demand to rated load demand or calculated demand, is utilized in computation of maximum demand;
- A simultaneity factor ranging from 40-80% is considered based on the type of proposed components;
- Power losses generally occur in the distribution network depending upon the type of conductors and equipment installed. As this is a complete loss to the system, it is generally kept below 10% of the total load.

With the above consideration, estimated power demand is worked out and the summary of load estimation is presented in the table on next page.

Table 82: Summary of electrical load estimate

SI. No	Type of development	Load in kVA
1	Processing area	46288.00
2	Non-processing area	1732.00
	<b>Total estimated load in kVA</b>	48020.00
	<b>Total estimated load in mVA</b>	48.02
	<b>Total estimated load in mVA</b>	<b>~ 48</b>

Source: MACE analysis(total figures might have minor aberrations due to rounding off the decimals)



The above table provides a summarized view of total electricity requirement of the EZ site. However, the total estimated load mentioned in the table above is indicative in nature and may vary based on on-ground implementation of the project. The land use wise estimated electrical demand for this facility is given in the table below.

Table 83: Power demand calculation

Land use pattern	Total area	Load in kVA/acre & kVA/sqm of BUA	Simultaneity factor	Loss factor	Load in kVA
	acres				
<b>Processing area</b>					
Industrial plots	276.16	185.00	80%	1.10	44959.00
Utility	19.30	105.00	40%	1.10	892.00
Road	52.96	14.00	40%	1.10	326.00
Green & buffer space	50.26	5.00	40%	1.10	111.00
<b>Total processing zone</b>	398.67				46288.00
<b>Non-processing area</b>					
Public & support amenity	12.84	0.14	70%	1.10	1723.00
Road	1.48	14.00	40%	1.10	9.00
<b>Total Non-processing area</b>	14.33				1732.00
<b>Total</b>	413.00			Load in kVA	48020.00
				<b>Load in mVA</b>	<b>48.02</b>
<b>Total Load in mVA</b>					<b>~48</b>

Source: MACE analysis (total figures might have minor aberrations due to rounding off the decimals)

#### Power supply to EZ

Based on the assessment, it is found that the power demand for the proposed EZ would be about 48 mVA. This figure is indicative in nature and may vary based on on-ground implementation of the project. The developer may undertake a separate industry assessment and master planning exercise in order to validate this figure.

To cater this power demand, a main receiving 132/33/11 kV sub-station shall be established within the proposed site.

From the site visit and the discussions with REB officials, it is understood that, the power to the receiving sub-station shall be availed from 132/33 kV Bhulta grid sub-station from which an exclusive external power transmission line shall be established for a distance of about 15 km. This source shall be relied to meet the initial and ultimate power demand of proposed EZ.

#### Power supply network planned within EZ

The receiving sub-station is located within EZ near the incoming line from which an internal distribution network is planned along the proposed road network of EZ to feed the individual plots as shown in the next page.

Figure 78: Internal power supply network of EZ



Source: MACE analysis

### 10.3.3. Water

Demand estimation basis

The water demand estimation carried out on the next page is at ultimate level and based on published standards, guidelines and best industry standards. However, this is indicative in nature and may vary on the on-ground implementation of the project.

Table 84: Water demand estimation norms

Description	Reference – published standards, guidelines and best industry norms
<b>Processing area</b>	
Industries	70 cum / ha / day - process water demand & 45 litres per capita per day for domestic
Utilities	45 litres per capita per day
Road	1.8 cum / ha / day
Green	1.8 cum / ha / day
<b>Non- processing area</b>	
Public and support amenity	45 litres per capita per day
Road	1.8 cum/ha/day

Source: MACE analysis, published standards, guidelines and best industry norms

Table 85: Water consumption pattern

<b>For industrial facilities</b>	
<b>Potable water</b>	66.67%
<b>Non- potable water</b>	33.33%

Source: MACE analysis

Water demand calculation

The summary of water demand for EZ is given below

Table 86: Summary of water demand

S.No.	Description	Processing area	Non- processing area	Total	Unit
<b>1</b>	Total average demand	9389	78	9467	cum/day
<b>2</b>	Total potable water demand	4769	55	4824	cum/day
<b>3</b>	Total non-potable water demand	4620	23	4643	cum/day
<b>4</b>	Fire demand	88	3	91	cum

Source: MACE analysis (total figures might have minor aberrations due to rounding off the decimals)

Table 87: Estimation of average daily water demand

Land use pattern	Total area acres	Water demand					
		Process water	Domestic water	Loss @ 10 percentage	Total	Potable	Non-potable
In cum/day							
<b>Processing area</b>							
Industrial plots	276.16	7826	629	846	9301	4766	4535
Utility	19.30		5	0	5	3	2
Road	52.96		39	4	42		42
Green & buffer space	50.26		37	4	40		40
<b>Total processing area</b>	<b>398.67</b>	<b>7826</b>	<b>709</b>	<b>854</b>	<b>9389</b>	<b>4769</b>	<b>4620</b>
<b>Non processing area</b>							
Public & support amenity	12.84		70.00	7.00	77.00	55.00	22.00
Road	1.48		1.08	0.11	1.19		1.19
<b>Total non-processing area</b>	<b>14.33</b>		<b>71.08</b>	<b>7.11</b>	<b>78.19</b>	<b>55.00</b>	<b>23.19</b>
<b>Total</b>	<b>413.00</b>	<b>7826.49</b>	<b>779.67</b>	<b>860.62</b>	<b>9466.78</b>	<b>4824.05</b>	<b>4642.74</b>

Source: MACE analysis (total figures might have minor aberrations due to rounding off the decimals)

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## Water supply to EZ

Based on the assessment, it is found that the total potable water demand for the proposed EZ would be about 5 MLD. This figure is indicative in nature and may vary based on on-ground implementation of the project. The developer may undertake a separate industry assessment and master planning exercise in order to validate this figure.

From the discussion had with officials and local, it is understood that the groundwater is at a depth of 25-40 feet and is potable in nature. Hence, groundwater can be relied to meet the initial water demand of proposed EZ during construction stage.

River Meghna is abutting the site on the West and South side of the proposed site. From the discussion had with UNO officials, it is understood that River Meghna is perennial in nature and can be relied to meet the water demand of the proposed EZ.

It is proposed to provide an infiltration gallery/well, collection sump and pump house near the river basin from which an exclusive water supply pipeline has to be established to connect the site. Detailed hydrogeological investigations need to be carried out based on which suitable intake point shall be determined.

The potable water supply network is proposed along the proposed internal roads of EZ. The layout depicting proposed potable and non-potable water supply network is provided in next page.

Figure 79: Potable and Non-Potable water supply network



Source: MACE analysis

## Estimated water storage capacity

The estimated storage capacity calculated based on the arrived water demand is provided in the following table.

**Table 88: Sump storage capacity**

S. No.	Description	Processing area	Non- processing area	Unit
1	Potable water	4769	55	cum
2	Non- potable water including fire demand	4708	26	cum
	<b>Total</b>	<b>9477</b>	<b>81</b>	<b>cum</b>

Source: MACE analysis(total figures might have minor aberrations due to rounding off the decimals)

**Table 89: ELSR capacity**

S. No.	Description	Processing area	Non- processing area	Unit
1	Potable water	397	5	cum
2	Non- potable water	385	2	cum
	<b>Total</b>	<b>782</b>	<b>7</b>	<b>cum</b>

Source: MACE analysis(total figures might have minor aberrations due to rounding off the decimals)

Above tables lists out the water storage capacity required to be established at the EZ site on basis of calculation of the water requirements. As per the tables, total sump storage capacity that would be required is 9558 cum and total ELSR storage capacity requirement is 789 cum.

## Required pipe size and pump capacity

The required pipe size and pump capacity is provided in the following tables.

**Table 90: Pipe size -water supply network**

Pipe size in mm	Processing area length in m		Non -processing area length in m	
	Potable water	Non-potable water	Potable water	Non-potable water
40			300	300
110	3746	9367		
140	937			
160	937			
200	937			
250	937			
300	937			
350	468			
400	468			
<b>Total</b>	<b>9367</b>	<b>9367</b>	<b>300</b>	<b>300</b>

Source: MACE analysis (total figures might have minor aberrations due to rounding off the decimals)

**Table 91: Pump capacity**

Description		Processing area	Non-processing area	Unit
Potable water	Capacity	0.11	0.001	cum/sec
	Number of pumps	2 W+1S	2 W+1S	
	Power requirement of each pump	27.00	0.30	Kw
Non- potable water	Capacity	0.11	0.00054	cum/sec
	Number of pumps	2 W+1S	2 W+1S	
	Power requirement of each pump	26.00	0.10	Kw

Source: MACE analysis (total figures might have minor aberrations due to rounding off the decimals)

The requirement of pipe size and pump capacity has been calculated in the above tables on basis of the water demand, water storage capacity and the size of the EZ site.

### 10.3.4. Effluent Generation

The basis for calculating the effluent quantity is provided in the below tables.

Table 92: Effluent generation pattern

Description	Percentage
From process water (potable)	70%
From process support water (non-potable)	30%
Total	100%

Source: MACE analysis, published standards, guidelines and best industry norms

The effluent generation quantity from process water of industries has been estimated and shown in the next page



Table 93: Effluent generation estimation

Land use pattern	Total area	Effluent generation	Sewage generation		Sullage generation	Total effluent, sewage and sullage generation	Infiltration @10%	Total sewage quantity
	acres	in cum/day	In %	In cum/day	In cum/day			
<b>Processing area</b>		<b>In Cum/day</b>						
Industrial plots	276.16	4735.03	0.72	149.61	385.82	535.42	69.18	604.60
Utility	19.30		0.72	1.07	2.76	3.83	0.50	4.33
Road	52.96				38.21	38.21	4.25	42.45
Green space	50.26						4.03	4.03
<b>Total processing zone</b>	<b>398.67</b>	<b>4735.03</b>		<b>150.68</b>	<b>426.78</b>	<b>577.46</b>	<b>77.95</b>	<b>655.41</b>
<b>Non-processing area</b>								
Public & support amenity	12.84		0.32	6.28	48.00	54.28	7.70	61.98
Road	1.48				1.07	1.07	0.12	1.19
<b>Total Non processing area</b>	<b>14.33</b>			<b>6.28</b>	<b>49.07</b>	<b>55.35</b>	<b>7.82</b>	<b>63.17</b>
<b>Total</b>	<b>413.00</b>	<b>4735.03</b>		<b>156.96</b>	<b>475.85</b>	<b>632.81</b>	<b>85.76</b>	<b>718.58</b>

Source: MACE analysis (total figures might have minor aberrations due to rounding off the decimals)

From the assessment, the estimated effluent generation quantity works out to 5 MLD and is planned to treat the effluent to non-potable quality standard and shall be used to meet the non-potable water demand of EZ. Effluent collection network is considered along the roads connecting industrial units. During on ground implementation of the project, based on type of occupant industrial units and their effluent characteristics, required number of CETPs and techniques shall be decided. However, it has to be ensured that all the CETPs shall treat the effluent to non-potable water quality standard.

#### Effluent network

The entire effluent network is planned along the proposed internal roads of EZ in the processing area. The layout depicting effluent network and location of CETP is provided below.

Figure 80: Effluent network



Source: MACE analysis

Table 94: Pipe size- effluent network

Pipe size in mm	Processing area length in m
150	4215
200	2342
300	1405
400	937
500	468
<b>Total</b>	<b>9367</b>

Source: MACE analysis (total figures might have minor aberrations due to rounding off the decimals)

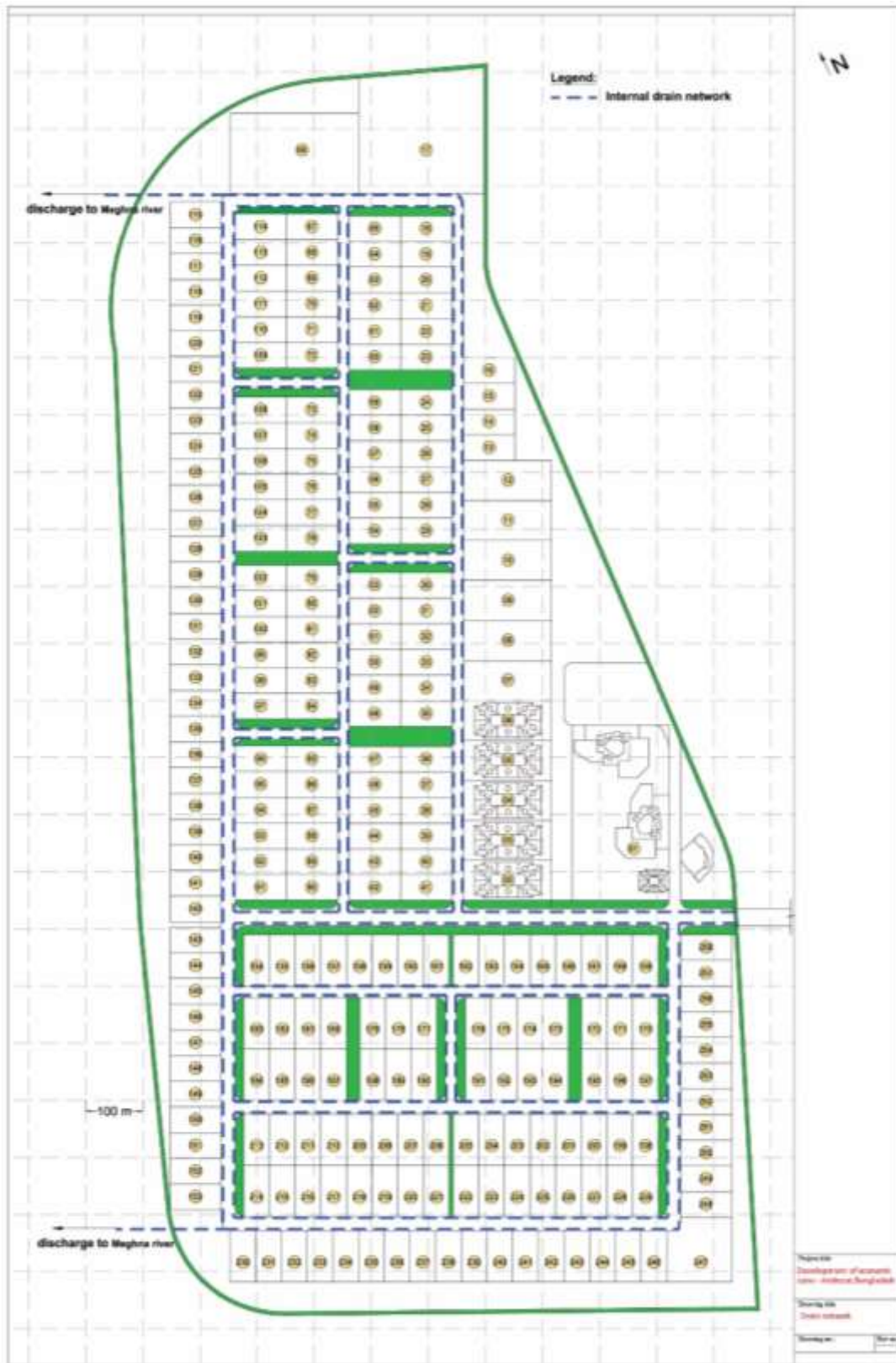
The above table mentions the length of pipe that would be required for collection of effluent from the EZ site.

### 10.3.5. Drainage

Based on the site gradient, the drainage pattern has been decided. It has been planned to discharge the flow of the internal drain into River Meghna.

- The drainage system is planned to cater for the entire EZ through gravity flow;
- Drains are proposed to be provided on both sides of the roads;
- Open trapezoidal drain is considered for the surface run off collection due to easy maintenance for the primary road. Stone pitching is considered for the side walls and PCC for the base;
- Covered rectangular brick masonry drain is considered for the remaining areas for optimization of area under drainage;
- RCC box / pipe culverts of suitable sizes are considered for road crossings; and
- Rainwater harvesting structures are envisaged all along the drain at every 100 m interval.

Figure 81: Internal storm water drain network



Source: MACE analysis

### 10.3.6. Solid Waste

The estimated solid waste quantity is provided in the following table. The estimated solid waste quantity is about 4 TPD. It is suggested to adopt bio-methanation process for treating the bio-degradable waste generated within EZ. The other waste such as non-bio-degradable and industrial waste etc., shall be transported outside EZ to landfill for recycling/further treatment.

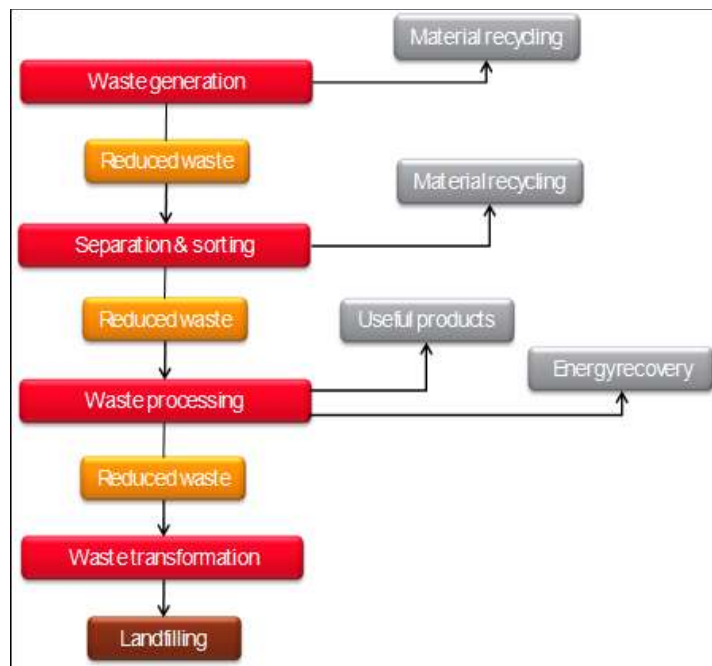
Table 95: Estimation of MSW generation

Land use pattern	acres	Population	Msw generation	Unit	Kg/day
<b>Processing area</b>					
Industrial plots	276.16	13975	200	gm/capita/day	2795.00
Utility	19.30	100	100	gm/capita/day	10.00
Road	52.96		10.12	kg/ha/day	216.97
Green & open space	50.26		30.36	kg/ha/day	617.75
<b>Total processing zone</b>	<b>398.67</b>	<b>14075</b>			<b>3639.72</b>
Public & support amenity	12.84	1000	100	gm/capita/day	100.00
Road	1.48	0	10.12	kg/ha/day	6.07
<b>Total Non-processing area</b>	<b>14.33</b>	<b>1000</b>			<b>106.07</b>
<b>Total</b>	<b>413.00</b>	<b>15075</b>			<b>3745.79</b>
Total solid waste generation in TPD					<b>4</b>

Source: MACE analysis (total figures might have minor aberrations due to rounding off decimals)

Flow diagram depicting the waste reduction technique suggested for proposed EZ through integrated SWM is provided in below figure.

Figure 82: Waste reduction by integrated SWM



Source: MACE analysis

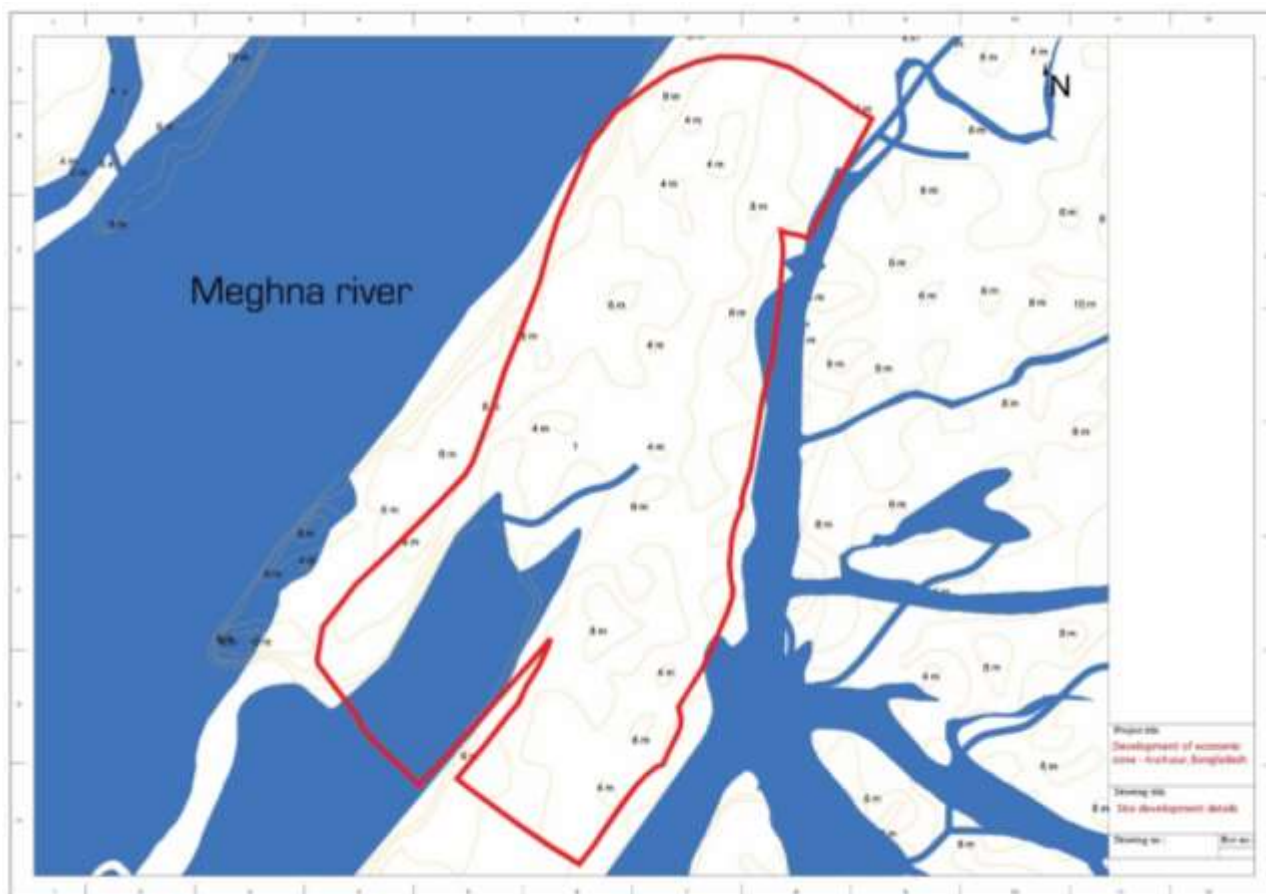
## Site development for EZ

From the site visit, it is observed that the site is on an average level of 1.5 to 2 m below adjacent approach road. Also, there are low lying areas within the site. This necessitates to develop embankment with suitable level of site filling within EZ site for which contour study has been carried out.

The understanding about the historical flood level (HFL) variation and river morphology data supports to decide the alignment and top level of the proposed embankment and the depth of site filling. The Annexure 38 shows the HFL data recorded in proposed EZ region and Annexure 39 shows the river morphology data recorded in Meghna river.

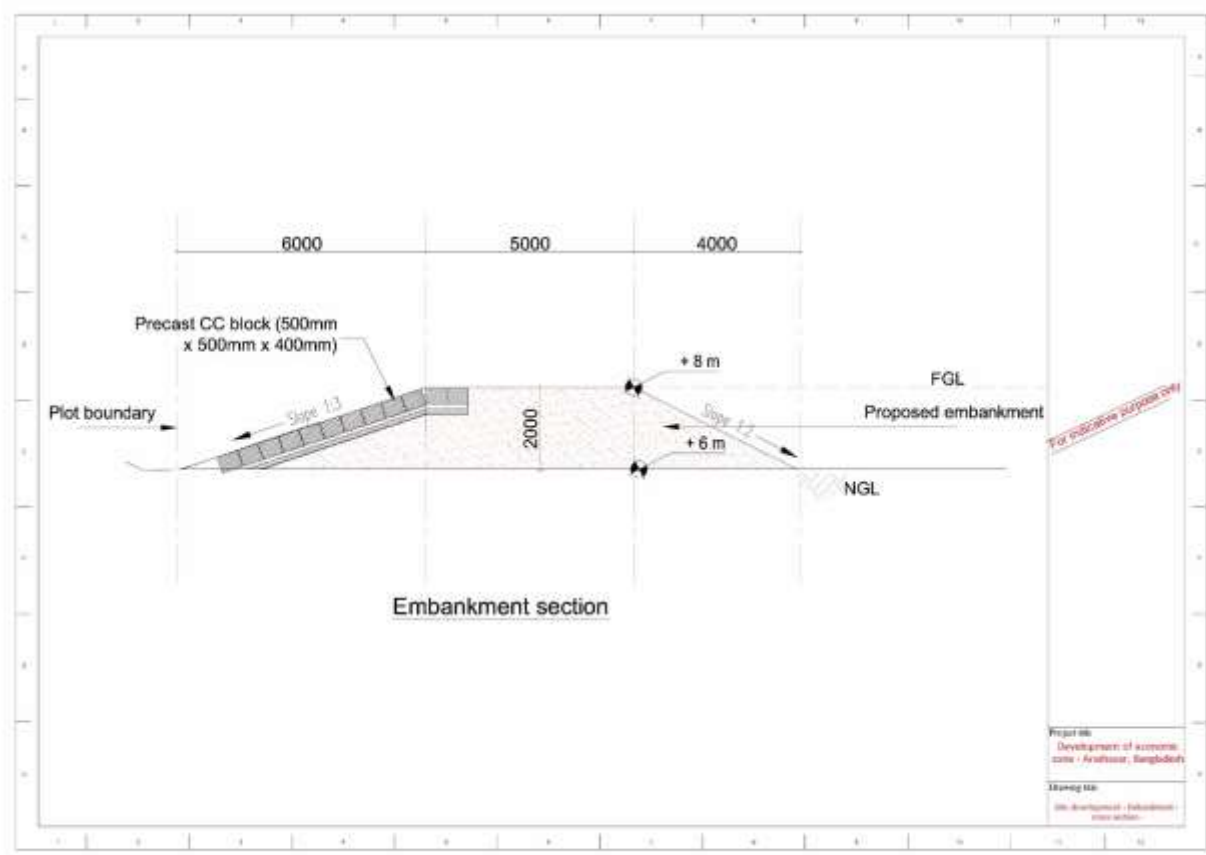
To avoid the water inundation, it is required to develop embankment for the length of 6.9 km along the site with necessary slope protection works. This necessitates suitable level of site filling within EZ site for which contour study has been carried out. Based on the study of contour, it is found that the site needs to be filled for a depth of about 2 m on an average and the total estimated site filling quantity is about 3342703 cum. Dredged sand from River Meghna is suggested as a source for site filling. However, detailed hydrostatic study has to be carried out for identifying the suitable point of dredging and necessary permission has to be obtained from Bangladesh Inland Water Transport Authority (BIWTA) authorities for dredging of sand from the river for site filling.

Figure 83: Site development layout



Source: MACE analysis

Figure 84: Embankment cross section

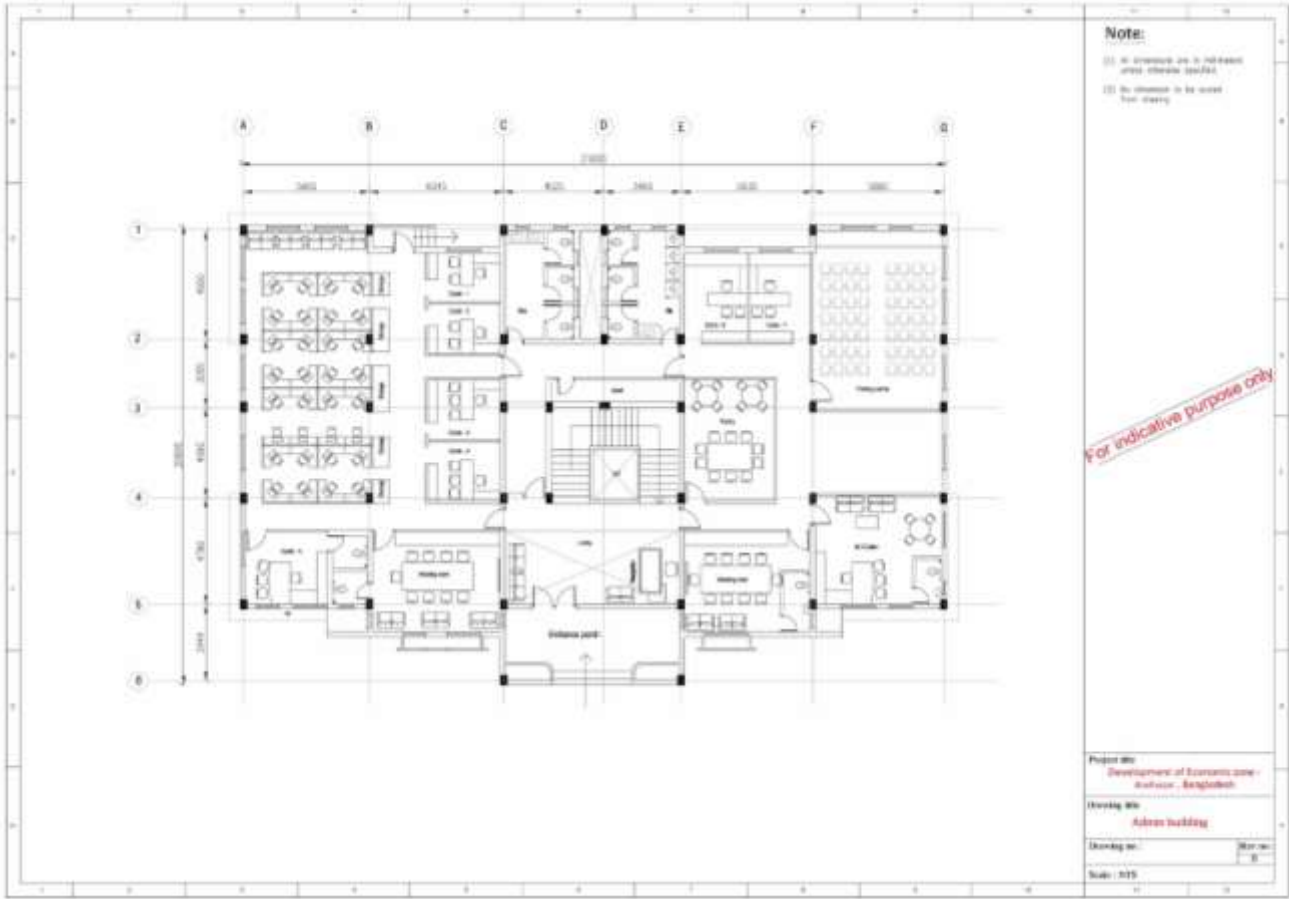


Source: MACE analysis

### Administration building

It is proposed to construct an administrative building consisting of 1500 sqm of built-up area, G+2 structures within EZ. The administration building layout is depicted in figure on next page.

Figure 85: Administration building layout



Source: MACE analysis



## 10.4. Infrastructure Cost Estimates

A component wise breakdown of the cost of developing on-site infrastructure as mentioned in this report has been elaborated in the following table.

Table 96: On-site infrastructure cost estimates

Description of item	Quantity	Unit	Price without tax (In million Taka)	Phase I Cost Breakdown	Phase II Cost Breakdown
<b>Site development</b>					
Site filling	3342703	Cum	1500.87	1500.87	
Embankment	6.90	KM	1230.92	1230.92	
<b>Total</b>			<b>2731.80</b>	<b>2731.80</b>	
<b>Road network</b>					
<b>Internal road network</b>	9.7	KM	<b>1590.09</b>	795.04	795.04
<b>Footpath</b>	9.7	KM	<b>250.41</b>	125.20	125.20
<b>Storm water drain</b>	9.7	KM	<b>72.45</b>	36.22	36.22
<b>Power supply</b>					
Internal 11 kV power distribution line (OHT)	10.6	KM	14.87	7.43	7.43
Internal 33 kV power distribution line (OHT)	2.4	KM	9.68	4.84	4.84
Generator - 2MVA capacity	2	Numbers	90.00	45.00	45.00
Street light	9.7	KM	34.07	17.03	17.03
Security light	4.0	KM	11.68	11.68	
Internal 33/11 kV sub-station	1	Nos	150.00	150.00	
Internal 132/33 kV sub-station	1	Nos	500.00		500.00
<b>Total</b>			<b>810.30</b>	<b>235.99</b>	<b>574.31</b>
<b>Water supply</b>					
Water supply network	9.7	KM	45.16	22.58	22.58
Sump & overhead tank	10.35	MLD	226.73	113.36	113.36
Water distribution pumps	12.00	Nos	2.89	1.45	1.45
Pump room	256.00	Sqm	18.00	18.00	
Water treatment plant(WTP)	5	MLD	98.33	49.16	49.16
Fire hydrant	65	Nos	4.80	2.40	2.40
<b>Total</b>			<b>395.91</b>	<b>206.95</b>	<b>188.95</b>

Description of item	Quantity	Unit	Price without tax (In million Taka)	Phase I Cost Breakdown	Phase II Cost Breakdown
<b>Effluent and solid waste collection/treatment</b>					
Effluent network	9.4	KM	21.90	10.95	10.95
Effluent treatment plant (CETP)	5.50	MLD	825.00	412.50	412.50
Solid waste management	4	TPD	51.89	25.95	25.95
<b>Total</b>			<b>898.79</b>	<b>449.39</b>	<b>449.39</b>
<b>Telecom</b>	9.7	KM	<b>99.29</b>	<b>49.65</b>	<b>49.65</b>
<b>Sustainable infrastructure elements</b>					
landscaping & Greenery along road	151029	Sqm	16.87	8.43	8.43
<b>Total</b>			<b>16.87</b>	<b>8.43</b>	<b>8.43</b>
<b>Support amenities</b>					
Administration building	1500.00	Sqm	219.14	219.14	
Fire station	2000.00	Sqm	611.60	611.60	
<b>Total</b>			<b>830.74</b>	<b>830.74</b>	-
<b>Project sub-total</b>			<b>7,696.63</b>	<b>5,469.42</b>	<b>2,227.21</b>

Source: Source: SoR of PWDB, REB, BWDB, PCGB & MACE analysis (total figures might have minor aberrations due to rounding off the decimals)

Apart from the costs considered above, calculation of total project cost also takes into consideration the construction costs of Standard Factory Buildings (SFB) and implementing environmental management plan. The costs for these components are listed below –

- Per sq. ft cost of constructing SFB has been taken to be 1,712 BDT/sq. ft. over an area of 15 acres having 60% coverage. The cost of constructing SFBs is 617.17 million BDT; and
- The cost of implementing environmental management plan during construction phase is taken to be 53.20 million BDT. This cost covers expenses of environmental and social experts that developer would have to hire and social and environmental audit and studies that would have to be taken in order to prevent damages to local fauna, flora and residents during the construction period.

In view of considering these additional expenses, total cost of developing the EZ site would be **~12,061 million BDT (without SFB)**.

## 10.5. Key Takeaways

On-site infrastructure captures the internal infrastructure facilities which need to be developed within the project site. Development of on-site infrastructure is responsibility of the developer. The major on-site infrastructure

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considered for the proposed EZ are internal road network, power sub-station, wastewater treatment plant and other internal infrastructure facilities.

Key recommendations formulated from this exercise are outlined below-

- In accordance to the prevailing development guidelines of BEZA, a well-defined hierarchy of roads planned within the proposed EZ (such as primary road of 30 m width, secondary road of 25 m width and collector road of 20 m width);
- It is planned to collect the incoming water from the source through proposed storage structures such as sump and ELSR from which the water shall be distributed along proposed internal road network connecting each plot of EZ;
- Potable and non-potable water distribution pipeline along the roadside for plot connection has been considered individually;
- CETP has been proposed to treat the wastewater and effluent generated from EZ. The entire effluent network is planned along the proposed internal roads of EZ. It is proposed to use the treated water for non-potable purpose such as flushing, watering to green areas etc. as well as for industrial usage such as cooling, cleaning etc.; and

Block cost estimated based on the above outlined infrastructure components have been considered in the financial model.

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# **11. Social Review**

## **11.1. Purpose and Objective**

As per the Resettlement and Social Management Framework (RSMF), which has been adopted in order to comply with the social safeguards requirements of the World Bank's operational policy on Involuntary Resettlement (OP 4.12), the proposed project is required to conduct a Social Impact Assessment Study of the impact area. The policy requires that all unavoidable adverse impacts be mitigated with appropriate measures to enhance, or at least to preserve, the current living standards of those who would be affected by any subproject under PSDSP.

In the process of social review, an overall understanding of the social conditions of the project area were assessed which included: examination of the number of PAPs, type of vegetation, presence of agricultural fields, type of crops and cropping patterns, extent of compensation for land acquisition, livelihood restoration, identification of Common Property Resources (CPR) falling within the proposed site and impact on structures due to the land acquisition.

## **11.2. Methodology of Social Review**

Social review has been undertaken to ensure that potential social impacts/concerns are recognized at an early stage of project preparation, so that these concerns can be effectively addressed during subsequent stages.

The study for this project incorporates both secondary and primary information gathered through individual consultations, stakeholder interaction, and interactions with people within the project influence area. The broad methodology followed by the team and the objective for undertaking the social impact assessment, are detailed below:

- To gather necessary information on existing socio-economic and cultural conditions in the project area for establishing the baseline;
- Determine magnitude of (a) potential social impacts, positive as well as negative and (b) identify sensitive socio-economic cultural issues and vulnerable social groups.
- Identify key stakeholders and establish an appropriate framework for their participation in the project selection, design and implementation;
- Ensure that project objectives and incentives for change are acceptable to the range of people intended to benefit;
- Identification of areas which might require further social analysis.

The choice of methodology, sub-tasks/activities and their sequencing has been determined by these specified objectives and is guided by the World Bank safeguard policy guidelines.

## **11.3. Socio-Economic Environment**

The Proposed EZ is located at 23°41'30.40"N & 90°41'34.14"E in Araihasar Upazila, Narayanganj district of Dhaka division.

Narayanganj district is bounded on the north by Gazipur and Narsingdi districts, on the east by Brahmanbaria and Comilla districts, on the south by Munshiganj district and on the west by Dhaka district. The total area of the district is 684.37 sq. km. It lies between 23°33' and 23°57' north latitudes and between 90°26' and 90°45' east longitude. The district consists of 5 upazila, 41 union, 619 mauza, 1204 village, 6 paurashava, 54 ward and 282 mahalla. The upazilas are Araihasar, Bandar, Narayanganj Sadar, Rupganj and Sonargaon.

The EZ site covers an area of 413 acres. It is bounded on the north Settlements and agricultural land (mostly single cropping), on the east by Meghna river, on the south Agriculture land (mostly single cropping) and Meghna

river and on the Meghna river. Proposed EZ is located adjacent to Meghna River and does not have direct road access. Nearest highway connectivity is Dhaka-Chittagong highway (N1) which is ~35 km from the proposed EZ (including ferry ride ~ 11 km from Bishnandi ferry ghat).

The key parameters that are required to establish a baseline socio-economic profile of population within the project's area of influence include gender, ethnicity, social structure, employment patterns, sources of income, local tenure and property rights arrangements, common property resources (CPR) use of community and natural resources. These have been provided at the Upazila level.

### 11.3.1. Demographics

Araihazar Upazila is one of the 6 Upazilas of Narayanganj district. As per Housing and Population Census 2011, Narayanganj district had an overall population of 29,48,217. As per Housing and Population Census 2011, the Araihazar Upazila had an overall population of 3,76,550. The Upazila has 12 unions, 182 mauzas and 322 villages and has a population density of 2080 per sq. km. The sex ratio is 100, which is lower than the natural sex ratio which is supposed to be 105. The age dependency ratio is 71.56 (the age distribution is given in the table below), which is much higher than the national average of 56.95. The average literacy rate is 41%, and which is slightly higher for men (42.1%) than women (39.8%). Majority of the population is Muslim (96.6%), followed by Hindu (3.4%). Other religions figures are near to 0% and presence of other ethnic groups are also negligible.

High poverty and low-income levels are indicated by the housing structure: nearly 83.24% of houses are kutcha houses or jhupris and 38.38% of houses have sanitary toilet facilities with water seals. Despite, the poor structure of houses, Araihazar Upazila has electricity connection in most of the households (83.73%). Most of the households own their homes about 94.76% of them and only about 3.9% of the houses are rented, 1.35% of the households live rent-free.

The full demographics of the region is summarized in the table below.

Table 97: Population and Demographics

Administrative Unit/ Residence Community		Upazila Total
Area (sq. km)		181.07
Total Households		77,462
Total Population		3,76,550
Avg Size of Household		4.83
Population Density (per sq. km)		2080
Male Population		1,88,281
Female population		1,88,210
Sex ratio		100
Literacy Rate (Both Sex)		41
Literacy Rate (Male)		42.1
Literacy Rate (Female)		39.8
Population aged Between 0-14 (%)		
Population aged 65+ (%)		4.20
Population aged 15-64 (%)		58.24
Age Dependency Ratio		71.56
Marital Rate - Male (%)		28.9
Marital Rate - Female (%)		33.17
Religious Distribution	Muslim	96.6
	Hindu	3.4

Administrative Unit/ Residence Community		Upazila Total
	Others	~0.0
Ethnic Population		6
Ethnic Population (%)		~0.0

Source: District Statistics, 2011 & Census 2011

Table 98: Administrative Units

Administrative Units of Upazila	
Union	12
Mauza	182
Village	322

Source: Census, 2011

### 11.3.2. Social Infrastructure

An important predecessor for establishing of industries in a region is the type of social infrastructure that is present in the region. Quality of educational institutes determine the availability of skilled local manpower; quality of residential and medical facilities determine whether skilled manpower can be brought in from outside to work at a particular place or not. With the growth in economy, quality of lifestyle has become an important determining factor which can influence investment decisions for a particular place. The following social infrastructure is present at the Upazila level.

Table 99: List of Social Infrastructure

Social Infrastructure in at Upazila Level	
<b>Educational Infrastructure</b>	
Government primary school (class I-V)	95
Registered primary school (class I-V)	7
Kindergarten school (pre schooling)	30
NGO school	7
Government secondary school	0
Non-government secondary school	23
School & college (operating jointly)	2
Government college	1
Nongovernment college	4
Madrasah	8
Technical and vocational institution	0
<b>Health Infrastructure</b>	
Upazila Government health complex (no. of beds)	31
Private hospital/clinic	6
Diagnostic centre	4
<b>Religious Infrastructure (at Zilla Level)</b>	
Mosques	2006
Temples	82
Church	4
Monastery	1

Source: District Statistics 2011

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**Source of drinking water:** In Araihasar Upazila, 95.41% general household get the facility of drinking water from tube-well, 0.95% from tap and the remaining 3.64% household get water from other sources.

**Electrification:** As per Population and housing Census 2011, Araihasar Upazila has electricity connection in most of the households (83.73%) and the rest does not have electricity connection. (*Population and Housing Census 2011*)

### ***11.3.3. Livelihood and Economy***

The economy of Araihasar Upazilla is dominated by the service sector with 44.04% of the workforce employed by the sector largely due to proximity to Narayanganj City, one of the industrial centres in Dhaka Division. Unsurprisingly, industrial sector is the second largest employer in Araihasar upazila with more than 28.37% of workforce employed in the sector. Agriculture still employs 27.61% of the workforce. Major agricultural crops include paddy (Aman & Boro), wheat, jute, sugarcane, lentil (masur), Khesari, Potato, mustard, peanut, pepper, onion and garlic. The employment status and the field of employment as a percentage of the employable population is given to the below.

*Table 100: Employment status of the Araihasar Upazila*

<b>Employment Status</b>	<b>Percentage</b>
Employed	39.63
Looking for a Job	0.56
Household Work	33.04
Do not work	26.77
<b>Field of Employment</b>	
Agriculture	27.61
Industry	28.35
Service	44.04

*Data Source: 2011 Census*

As the data shows, only 8.69% of the employed group are women; 98.84% of those who do household work are women. Roughly an equal percentage of employable men and women don't work. Of the employed women, nearly half of the women are employed in service and other half in industry. Overall, a greater percentage of women work on service and industry while a greater percentage of men work in agriculture.

*Table 101: Employment Status: Gender Disaggregated*

<b>Field of Employment (Gender Disaggregated)</b>	<b>Gender</b>	<b>Percentage</b>
Agriculture	Male	97.44
	Female	2.56
Industry	Male	87.91
	Female	12.09
Service	Male	89.66
	Female	10.34
<b>Employment Status (Gender Disaggregated)</b>		
Employed	Male	91.31
	Female	8.69
Looking for a Job	Male	74.57
	Female	25.43
Household Work	Male	1.16
	Female	98.84
Do not work	Male	47.21
	Female	52.79

*Data Source: 2011 Census*

## **11.4. Calculation of land cost**

The total area proposed for EZ development is 413.02 acres, out of which the private land acquisition is for 157.86 acres and Khash Land is 255.16 acres. The proposed land parcel is entirely from Kalapaharia 1 mouza.

For the development of EZ, the authority of BEZA proposes to acquire these 413.02 acres land. As per the AC Land office at Araihasar, the land use category and the area of land to be acquired for the proposed economic zone is indicated below:



Table 4: Details of land under the project area

SL No	Name of Mouza	Total land (Acre)	Ownership Pattern (Acre)		Type of Land categories
			Private land	Khas (govt. land)	Nul
1	Kalapaharia	413.02	157.86	255.16	413.02

Source: AC Land Office Araihaazar

Table 7: Summary of Total Land Price (Million BDT)

SL No	Name of Mouza	Total land (Acre)	Mouza Rate per acre (Nul Category) in BDT	Average Mouza rate including 200% premium/CUL (million BDT)	Remarks
1	Kalapaharia	413.02	31,000	39.03	Considered only affected land category

Source: PwC Analysis

In accordance to the current legislations governing land acquisition of Bangladesh is the Acquisition and Requisition of Immovable Property Act 2017 (hereinafter, “the Act”) which replaces the old 1982 Ordinance on Acquisition and Requisition of Immovable Property and BEZA’s RSMF, cost of land was taken as 3 times the cost obtained from AC land office for all categories. Based on the information received from local Sub-Registry office the price of the proposed land as calculated has been furnished in below table. **Total land price as calculated is BDT 39.03 Million.**

Generally, two steps are followed to determine replacement value for the land acquired. The first one is the ‘Conventional’ rule set by the law often called DC payments or Cash compensation under law (CUL). Second, the project has provision for ‘top up’ payments to match replacement value for land acquired in the case of difference between DC valuation and current market price (CMP).

A detailed Social Impact Assessment (SIA) study should be carried out and Resettlement Action Plan (RAP) needs to be prepared for the PAPs in accordance to World Bank safeguard standards and Government of Bangladesh's social and resettlement rules.

The proposed site boundary superimposed on Mouza Map and affected details of Plots are furnished in Annexure 19 and 21 in this report.

## 11.5. Requirements for SIA and RAP

### 11.5.1. Social Impact Assessment Requirement

The development of the EZ is envisaged on land parcel of 413.02 acres which is contained in Araihaazar Upazila, of which 157.86 acres of privately-owned land and 255.16 acres of khas land. The land is used for agricultural activity and the proposed project will result in the loss of livelihood due to loss of farmlands. This requires the development of a comprehensive Resettlement Action Plan for the affected people. Based on site visits and stakeholder consultations, it can be surmised that the proposed area is predominantly used for agriculture purpose. The project will affect approximately 300 PAHs (~ 1449 PAPs) in terms of households who’ll be losing

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their land and other assets. There are 6 Household structures are located within the proposed EZ boundary. The cost estimated for compensation of potentially affected structure are furnished in table below-

Table 102: Estimated cost for Compensation for Potentially Affected Structure

Type of Structure	Number of structure	Average Size (sq.ft)	Compensation Component	Per Unit Compensation	Compensation (BDT)	Notes and Assumption
Residential Households (Non-shift able)	6	1000	Replacement Cost	1,400,000.00	8,400,000.00	As per latest PWD rates, tinshed structure cost is BDT700, as per national law replacement cost becomes BDT1400. Average per unit replacement cost assuming 1000 sq.ft structures is BDT1,400,000.
			Transfer Grants	6,000.00	36,000.00	As per BEZA RSMP, maximum transfer grants for non-shiftable structures is BDT6000 for each structure Note: The project is advised to re-evaluate the rate and propose a higher rate based on evaluation of ground realities and current market rates.
<b>Total</b>					<b><u>8,436,000.00</u></b>	

A detailed social impact assessment (SIA) should be carried out to assess the standard of living of this population, and hence arrive at an estimate of the losses that they will have to face in terms of loss of livelihood opportunities.

The SIA report may be used further for putting together a resettlement action plan to diminish the adverse impacts to the affected population, as well as provide compensation as required. The SIA report can also be used to understand the existing social fabric amongst the affected population, and this can deepen the understanding of what an R&R plan will require.

### Land Acquisition & Impact Mitigation Objectives

The principles and guidelines proposed in the RSMF are to avoid or minimize adverse impacts on private landowners and khas/public land users; mitigate the adverse impacts that are unavoidable; and assist the project affected Households (PAHs) to improve, or at least to restore, their living standards and income earning and production capacity to the pre-acquisition levels. To achieve these objectives, BEZA will consistently adhere to the following guidelines:

- Avoid or minimize private land acquisition;
- Avoid or minimize displacement from private homesteads;
- Avoid or minimize displacement of persons and households who may have been using khas/public lands for residential, commercial and other purposes; and
- Mitigate the adverse impacts associated with private land acquisition; displacement from khas/public lands; use of common property resources; and temporary displacement/closure of business and livelihood activities during implementation of the civil works.

### **RSMF & Impact Mitigation Plans**

The principles, policies and guidelines as proposed in this RSMF will apply, irrespective of PSDSP components, to all EZs and similar sub-projects, and their off-site support infrastructures that will involve private land acquisition and use of khas/public lands.

#### **11.5.2. Requirement of RAP**

The development of the EZ is envisaged on land parcel of 413.02 acres which is contained in Araihaazar Upazila, of which 157.86 acres of privately-owned land and 255.16 acres of khas land. The project will affect approximately 300 PAHs (~ 1449 PAPs) in terms of households who'll be losing their land and other assets. Six household structures are located within the proposed EZ boundary. The land is used for agricultural activity and the proposed project will result in the loss of livelihood due to loss of farmlands. This requires the development of a comprehensive Resettlement Action Plan for the affected people.

In cases of acquisition, a part of the compensation for lands and other affected assets built or grown thereon will be assessed and paid to the title holding PAPs by the Deputy Commissioners (DCs), the heads of the Acquiring Bodies. If this payment, 'compensation under-law' (CUL), is found smaller than their replacement costs and/or market prices, BEZA will directly pay the difference or 'top-up' to make up for the shortfall.

With or without acquisition compensations/assistance due to all other PAPs, such as non-titled persons, business owners and employees and those, who are not covered by the acquisition ordinance, but eligible according to this RSMF, will also be directly paid by BEZA.

*Top-up Determination and Payment:* Where an owner loses lands and other assets in more than one *mouza* or land administration unit, the person will be counted once, and his/her top-up will be paid together. The amount of top-up due to the affected person will be determined by comparing the *total amount of CUL* paid by the DCs for lands and other assets acquired in all *mouzas* with the *total replacement costs and/or market prices thereof*.

Compensation/entitlement due to the PAPs, including those who are not covered by the acquisition ordinance, but eligible according to this RSMF, will be paid in full before they are evicted from the acquired private and khas/other public lands.

Based on the principles proposed for impact mitigation, the following tables define the specific entitlements for different types of losses, entitled person, and the institutional responsibility to implement them, in a tentative manner.

Table 103: Loss of Lands (Agricultural, Homestead, Commercial & Others)

Ownership Type	Entitled Person	Entitlement	Responsibility
Private	Legal Owners, as determined by DCs, or by courts in cases of legal disputes	Compensation-under-law (CUL) or replacement costs, whichever is greater. <b>If applicable</b> <ul style="list-style-type: none"> <li>• Top-up equal to the difference between CUL and replacement costs.</li> <li>• Transition allowance (TA) for income loss (see Loss Category 5).</li> </ul>	CUL paid by DC  Top-up & TA paid by Project
Khas & Other Public Lands Under Lease.	Leaseholders	<ul style="list-style-type: none"> <li>• Contractual obligations with the public agencies, as determined by DCs, and / or Contractual obligations with other GOB agencies.</li> </ul>	Paid by DC and/or Project
Households/residential structures on khas & other public lands	Vulnerable non-Title persons	<ul style="list-style-type: none"> <li>• Relocation assistance, including developed plots in their own or other public lands, to be arranged by BEZA.</li> <li>• Provision of water supply &amp; sanitation facilities.</li> </ul>	By Project
Vested Non-Resident	Current Owners/Users	As those stipulated above for trees and fruits on trees, on private lands.	By Project

Table 104: Loss of Agricultural, Business, Employment & Rental Income

Ownership type	Entitled Person	Entitlement	Responsibility
<b>Agricultural Income:</b> <i>If acquisition amounts to 20% or more of the total productive area</i>	Legal owners as determined by DCs, or by courts in cases of legal disputes	<ul style="list-style-type: none"> <li>• Current market value of trees, based on species, size and maturity.</li> <li>• Current harvest prices of fruits on trees, if they are uprooted before harvest.</li> <li>• Owners are allowed to sell the trees and keep them.</li> </ul>	By Project
<i>If acquired VNR lands are agricultural</i>	<i>Present Owners/Users</i>	<ul style="list-style-type: none"> <li>• Transition allowance equal to three times the harvest prices of one year's crops produced in the acquired parts of the lands.</li> </ul>	By Project
Business Income: Temporary closure of businesses in existing premises	Business Owners / landowners & tenants)	Compensation, based on 30 days' average daily net income, for the actual number of days the businesses remain closed or complete the civil works	By Project
Partially affected businesses		Compensation, calculated as above, for smaller of the number of days needed to repair and reopen the individual	By Project

Ownership type	Entitled Person	Entitlement	Responsibility
Businesses requiring removal from the existing premises and spots	Business Owners (premise/landowners & tenants)	business premises, or complete the civil works.	
	Business Owners (premise/landowners & tenants)	Relocation in khas/public lands, plus compensation, calculated as above, for a period of 30 days; or Compensation, calculated as above, for the number of days the business owners need to find alternative locations themselves, but for a maximum period of 90 days.	By Project
Loss of employment income	Business Employees	Compensation at current daily wage rates for the period needed to reopen the businesses, or for a maximum of 30 days.	By Project
Loss of income from rented-out premises on private Lands & VNR Lands	Legal Owners and Current Owners/Users of VNR lands	Six months' rent at the current rates to the owners of the premises on private lands. Three months' rent at the current rates to the owners/users of premises on VNR lands	By Project

*Table 105: Unforeseen losses*

Impact Type	Entitlement Person	Entitlement	Responsibility
As may be identified during subproject preparation & implementation	As Identified	As determined in consultation with World Bank and the stakeholders.	By Project

**Salient recommendations on resettlement and rehabilitation aspects:**

- It is estimated that for rehabilitation of 6 project affected households, ~0.5 Acres of land will be required
- Based upon consultation with AC Land officials, it is understood a rehabilitation site may be proposed in Char Kalapaharia mouza (Araihazar Upazila), which is located at ~1km distance towards northern side from proposed EZ site. The type of land is *Nul* in nature. Per acre land price including 200% premium is 0.09 Million BDT.
- The rehabilitation site should ensure access to better civic facilities
- The project should arrange for skill development training programs for local youths/working population as necessary for getting employed in the EZ. Employment opportunities for the locals should be provided on a priority basis
- Measures should be taken to allocate substantial percentage of job opportunity for women group in the EZ.

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### **11.5.3. Land Requirements and Resettlement Issues**

One of the most important activities under PSDSP is identifying locations and making the required lands available for the Economic Zones. Although the land area for the individual EZs will vary in terms of location, land availability and the preferred economic activities, the required amounts are expected to develop support infrastructures like new access roads, or improving/widening the existing ones to connect the EZs with the major highways; sewerage systems; power distribution; water supply; and the like. In any case, BEZA has planned to obtain the lands from the khas under the Ministry of Land and unused lands belonging to various GOB agencies; and by acquisition from private ownerships. It is also possible that in rare situations, especially where the required private lands are very small in amounts and are to be urgently made available for civil works, BEZA may as well go for direct purchase from the landowners. Barring those with direct purchase, the potential resettlement issues are expected to be associated with,

- Displacement of persons/households who may have been using, without authorization, the khas and other public lands to live in and/or earn a living (non-titled persons);
- Resumption of leased-out khas and other public lands from private citizens, which may have been in use for residential, commercial or other purposes; and
- Acquisition of private lands which may cause displacement from whatever economic activities presently are there, including loss of homesteads. Given that the EZ would use lands in large parcels, it is also possible that some households may become completely landless, if they have all their lands in the selected sites.

Considering the potential impacts, BEZA proposes to obtain khas/public lands which may have been under authorized and unauthorized private uses, and private lands by using the following means:

#### **Khas and Other Public Lands**

- Under Authorized Use: If the required lands are presently under lease from the Deputy Commissioner (in cases of khas) or any other GOB agencies, BEZA may seek to use them by fulfilling the lease stipulations.
- Under Unauthorized Use: BEZA will take them back by mitigating the associated adverse impacts consistent with the World Bank's OP 4.12 and OP 4.10.

#### **Private Lands**

- Wherever found necessary due to lack of other alternatives, BEZA will use the present Acquisition and Requisition of Immovable Property Ordinance 1982 and any other applicable legislations and mitigate the associated adverse impacts in compliance with the Bank's OP 4.12 on Involuntary Resettlement and OP 4.10 on Indigenous Peoples.
- Direct purchases from private landowners in compliance with the Bank's specified guidelines. Simplest of the means to obtain private lands is direct purchase from the landowners and resolve the resettlement issues, if any, in the transaction process. However, given the possibility that the private landowners would be quite large in number and not all would be willing to sell, the remaining means is to use the state's power of eminent domain and acquire the lands according to the established legal framework. While all private lands will be acquired, there might be occasions, however rare, when BEZA may need to urgently use small amounts of private lands that may not have been included in the LAPs submitted to the Acquiring Body and the legal acquisition process is already well underway or completed. In situations like this and considering the lengthy acquisition process, BEZA may decide to purchase the lands directly from the owners in accord with the following guidelines:

- All direct purchases must be on a 'willing buyer-seller basis. That is, the landowners cannot be forced or intimidated directly or indirectly to sell and at prices that are lower than the current market rates for similar lands.
- Prices for lands and other assets created or grown on them are to be negotiated and paid transparently in the presence of community leaders and organizations, NGOs, and others who are respected by the local people for their fairness and integrity. BEZA will always try to avoid dealing with middle-men (dalal) and remain fair and transparent by having the communities and individuals, as suggested, participate in the transaction process.
- Documentations consisting of minutes of price negotiations indicating location, amount, and any assets built or grown (structures, trees, etc.); names, addresses and telephone numbers of persons participated in the negotiations; and the purchase records are required to be submitted to the Bank for its review and clearance.

## 11.6. Overview of Social Legal and Policy Requirements

The current legislations governing land acquisition for Bangladesh is the Acquisition and Requisition of Immovable Property Act 2017 (hereinafter, “the Act”) which replaces the old 1982 Ordinance on Acquisition and Requisition of Immovable Property. The Act provides safeguards for landowners and has provisions for payment of ‘fair value’ for the property acquired. The act also made provisions for payment of crop compensation to tenant cultivators. However, it does not cover project-affected persons without titles or ownership record and does not ensure their replacement value of the property acquired. It does not permit the affected persons to take the salvageable materials for which compensation has been paid by the DC. It has no provision of resettlement assistance and transitional allowances for restoration of livelihoods of the non-titled affected persons.

In all cases, the Deputy Commissioner (DC) determines (i) market value of acquired assets on the date of notice of acquisition (based on the registered value of similar property bought and/or sold in the area over the preceding 12 months); and (ii) 200% premium on the assessed value (other than crops) due to compulsory acquisition. The DC payments “awarded” to owners is called cash compensation under law (CCL). The market value determined by DC is invariably less than the real market price as owners customarily report undervalued land transaction prices in order to pay lower stamp duty and registration fees. The premium paid by DC has been increased from 50% to 200% of market value for government land acquisition and to 300% in case of private land acquisition in the new act. However, even so in most cases the compensation remains less than the real market price or replacement value (RV).

World Bank’s policy on involuntary settlement OP 4.12 covers direct economic and social impact caused by

- (a) the involuntary taking of land resulting in (i) relocation or loss of shelter; (ii) loss of assets or access to assets; or (iii) loss of income sources or means of livelihood, whether the affected persons must move to another location; or
- (b) the involuntary restriction of access to legally designated parks and protected areas resulting in adverse impacts on the livelihoods of the displaced persons

Table below shows the comparison of GOB’s Ordinance and WB policy gaps between WB OP 4.12 and GOB 2017 Act.

Gaps between WB OP 4.12 and GOB 2017 Act.	Recommendation to bridge the gaps
Gaps with regard to avoidance and minimized project impacts	The project designs including that of the associated facilities should aim to minimize impacts.
Existing GOB laws recognize title owners only; informal settlers are not covered.	All affected persons irrespective of titles will need to be identified for compensation and assistance



Existing laws and methods of assessments do not ensure full replacement costs. However, the 2017 Act has increased the provisions for compensation.	Provisions should be adopted for additional top-up payments to ensure replacement costs at current market price
Consultation with affected community is not legally required under the Act.	Extensive consultations will need to be carried out during the preparatory phase; similar consultation will continue during project implementation
The affected landowners can object to the acquisition in the beginning but once the hearing is done and settled, there is no scope of further complaint during the acquisition process.	There will be a provision of two-tier grievance redress mechanism in the project. One local level GRC (LGRC) and another project level GRC (PGRC).
No support or programme for income and livelihood restoration	The project benefits will include income and livelihood restoration
No provision for reconstruction or replacement of non-religious common property resources	The project will reconstruct all physical and cultural resources (PCRs) and common property resources if affected by the project.

## ***11.7. Stakeholder Consultation***

### ***11.7.1. Introduction and Objective***

This section provides the stakeholder identification and analysis as well as a brief understanding of the engagement process for the project. “Stakeholder” refers to those who have plausible stake in the environmental/social impacts of the project or activity are ascertained with a view to taking into account all the material concerns in the project or activity design as appropriate. It is highly desirable for all key stakeholders to arrive at a consensus on sensitive features, impacts and remedial actions. Stakeholder identification was done by examining the potential impacts of the project in terms of:

- Who may be affected directly (project affected people);
- Which agencies might have responsibility for the impact management;
- Which other organizations might have an interest in monitoring proponent activities or have local knowledge to contribute;
- Which private/non-government sector entities might face financial and social hardships if the predicted impacts do occur?

The stakeholders identified in the project comprise of project impacted people, project beneficiaries, various government officials.

The main objective of the consultation process is to minimize negative impacts of the project and to maximize the benefits from the project to the local populace. The objectives of public consultation as part of this project are:

- Promote public awareness and improve understanding of the potential impacts of proposed projects
- Identify alternative sites or designs, and mitigation measures
- Solicit the views of affected communities / individuals on environmental and social problems
- Improve environmental and social soundness
- Clarify values and trade-offs associated with the different alternatives
- Identify contentious local issues which might jeopardize the implementation of the project
- Establish transparent procedures for carrying out proposed works
- Inform the affected populace about the entitlement framework and to settle problems with mutual consent
- Create accountability and sense of local ownership during project implementation; and

- To obtain information on baseline environment

### ***11.7.2. Methodology for Stakeholder’s Consultation***

Different techniques of consultation with stakeholders were used during project preparation, viz., in-depth interviews, public meetings, group discussions etc. to understand the socio-economic profile of the community and the affected families, baseline environment, environmental/social concerns etc.

A two-fold Stakeholder Consultation Meeting (SCM) was carried out simultaneously during the social review. In this regard, the SCMs were conducted firstly with both the primary and secondary stakeholders and later, affected persons within the occupation and gender-based groups were consulted through Focused Group Discussions (FGD). The Focused Group Discussions (FGD) were carried out with different group at the proposed EZ area. PWC personnel discussed about the future developments and benefits to the community due to the development of the EZ. The FGD was carried out in presence of farmers, land owners and local elites. The details of attendees of the community consultations have been annexed to the report.

### ***11.7.3. Level of Consultation***

Public consultations in the form of institutional and focused group discussions were carried in 14 November 2020.

<b>Level</b>	<b>Type</b>	<b>Key Participants</b>
Institutional	Stakeholder Meeting	Various Govt. Officials
Community	Focused Group Discussion	PAP, marginalized people, Social Elites

### ***11.7.4. Institutional Stakeholders Consultation***

Date of Meeting: 18 July 2019

**Location of Meeting:** Upazila Nirbahi Officer’s Office, Araihasar, Narayangonj

Officials Met:

Name of Person	Designation	Contact Details	Date of Consultation
Mr. Mozahidur Rahman Sarker	Chairman, Araihaazar Upazila	01711006300	18 July 2019
Mr. Uzzal Hossain	AC Land and Executive Magistrate	01719251189	18 July 2019
KM Alamgir	Upazila Madhyomic Educational Officer	01716091707	18 July 2019
Ms Lutfunnahar Beagum	Upazila Family Planning Officer	01712056717	18 July 2019
Mr Ragu nath Shaha	Upazila Agricultural Officer	01717302527	18 July 2019
Dr. Abu kawser	Upazila Livestock Officer	01711969997	18 July 2019
Mr. Anisuzzaman	Upazila Sr. Fisheries Officer	01784135000	18 July 2019
Mr. Zillur Rahman	Surveyor, Upazila Land Office	01715295828	18 July 2019
Mr Anwar Hossain	Union Land Sub-Assistant Officer, Satgram Union	01988349119	18 July 2019
Eng. Nasir Uddin	Upazila Engineer, LGED	01708161375	18 July 2019

### Salient Points of Discussion

At the onset, the officials from Upazila Nirbahi Office, Araihaazar welcomed the idea of developing economic zone in the region and country by BEZA and expressed their consent on the same. They were of the belief that an Economic Zone in Araihaazar would bring in employment opportunities and prosperity in the region. The officers extended cooperation in identifying the proposed EZ site and nearby features. Discussions were held on various developmental aspects of the proposed EZ like land acquisition status, utilities, rehabilitations and resettlement issues, etc. The discussion was concluded by a visit to the project site and nearby sub-station to gain an on-ground understanding of the various issues. Some of the key features discussed were as follows:

- It was understood that the site area is 1010 acres and is presently being used by local community for seasonal agriculture. The proposed land parcel is spread across three Mouza's (Pachrukhi Mouza 455.00 acres, Pachgaon mouza 164.74 acres, Duptara mouza 390.24 acres) in Araihaazar Upazila.
- Nearest trunk connectivity for this project site is Dhaka-Sylhet Highway (N2), which is at a distance of 350 m from the project site. N2 connects the project site with Dhaka (35 km), the capital city. These roads are currently in good condition and can support movement of heavy vehicles.
- Water availability is not an issue near the site as there are river channels which flow near the site location and ground water is available at a depth of 850-900 feet approximately from natural ground level. There exists a possibility of sourcing water from the Meghna River (20 km) or from the channel of Brahmaputra River which passes through the site.
- Although there is a 132/33 KV grid substation in Saoghat of 200 MVA capacity, which is 3 km from the site located along Dhaka-Sylhet highway (N2), with surplus capacity of 40 MVA. It is imperative to have a separate sub-station and captive power plants within the EZ to cater to the demand for power.
- There is an existing gas pipeline from Habiganj to Dhaka, which crosses the site and the nearest gas station is Titas Gas which is in Narayangonj (35km).

### 11.7.5. Focused Group Discussions

The Focused Group Discussions (FGD) were carried out with different group at the proposed EZ area on 14-11-2020. PWC personnel discussed about the future developments and benefits to the community due to the development of the EZ. The FGD was carried out in presence of local farmers, local elites, youth group and women group. Locals from very adjacent villages i.e. Char Lakkhipur and Jhao KandiKhasier Haor, participated in the discussion. The details of the Focused Group Discussions are furnished below. The record of attendees has been attached in Annexure-20.

*Table 106 Details of Focus Group Discussions*

**Location:** Char Lakkhipur and Jhao Kandi Villages, Kalapaharia Union, Araihaazar Upazila, Narayanganj District

**Date:** 14<sup>th</sup> November 2020

Relevant Stakeholders	Issues	Suggestion/Demand from participants	Remarks
Affected Farmers, Landowners, Social Elites, youth group (20 persons)	<ul style="list-style-type: none"> <li>Loss of livelihood</li> <li>Loss of Agricultural Land</li> <li>Land Price</li> </ul>	<ul style="list-style-type: none"> <li><b>The agricultural land is the major livelihood source and employment generation option for the inhabitants especially farmers group. Therefore, without making arrangement for employment of these people, agricultural land should not be acquired for EZ. An estimated 300 PAFs are to be economically displaced by the project.</b></li> <li><b>Acquisition of cultivable agricultural land should be avoided for the development of economic zone. The economic zone needs to be developed over barren land. If government acquires cultivatable land compensation for land as well as loss of income should be provided.</b></li> </ul>	<p><b>Employment should be given to the PAPs from the early stage of site development so that they are not economically deprived/become jobless.</b></p> <ul style="list-style-type: none"> <li><b>Compensation for standing crops, loss of agricultural land as well as land should be determined through a detailed RAP study and provided to the PAPs.</b></li> </ul>

	<ul style="list-style-type: none"> <li>Lack of skill for employment in EZ</li> <li>Concerns over pollution</li> <li>Priority for local manpower</li> <li>Loss of grazing land</li> </ul>	<ul style="list-style-type: none"> <li><b>The land prices as per Sub-Registrar is low in Kalapaharia Mouza as per locals. The market prices for the land is much higher. Participants demanded compensation as per replacement value of land.</b></li> <li><b>The participants are expressed concerns that the project affected farmers and their dependents may not have the skills required to be employed in the industries to be established in the EZ.</b></li> <li><b>The younger participants expressed concerns over air, water and noise pollution in the industries.</b></li> <li>Youth group noted that the project affected youths should be</li> </ul>	<ul style="list-style-type: none"> <li><b>A CMP study should be carried out to assess the market value of the land. The differential in price should be paid by the project proponent as additional compensation.</b></li> <li>Vocational programs targeted at the industries envisaged in the EZ should be developed and PAPs should be trained.</li> <li>Appropriate mitigation measures to be taken to limit pollution to acceptable standards.</li> <li>Locals should be given priority for employment in the EZ.</li> <li>Alternate grazing land to be identified by the project.</li> </ul>
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		<p>prioritized for employment opportunities.</p> <ul style="list-style-type: none"> <li>• <b>The land for the EZ is currently used by nearby villages as grazing land. More than 1000 cattle (mostly cows) graze on the land. The villages will lose grazing land as a result, cattle rearing may decline.</b></li> </ul>	
<p><i>Project Affected structure owners, local Women Group</i></p> <p><b>10 Participants)</b></p>	<ul style="list-style-type: none"> <li>• Ensure place of residence</li> <li>• Equal opportunity of the employment</li> <li>• Loss of employment</li> <li>• Skills training to enhance the competency and priority for employment</li> </ul>	<ul style="list-style-type: none"> <li>• There are some 6 residential household (tin-shed) near the northern border of the project site. It would not be right to evict without setting the place of residence, they raised concerns in the meeting. They have demanded residential options in the area.</li> <li>• There should be sufficient opportunity for women's employment for the development of the EZ. There should be equal opportunity for women as well as men.</li> <li>• Apart from men, women also participate in farming and business which is economically profitable. If these private and govt. lands are acquired, these women stand to lose working opportunities.</li> <li>• The skill training should focus on soft skills development, community-oriented courses, craftsman training (for semi-skilled opportunities). The training system should lead to train young people as well as women in employable skills who are open to immediate employment opportunities.</li> </ul>	<p><b>Relocation assistance, including development plots in their own or public lands, to be arranged by authority.</b></p> <p>Women to be provided with equal opportunities.</p> <p>No gender biased decision should be made.</p> <ul style="list-style-type: none"> <li>• Vocational programs targeted at the industries envisaged in the EZ should be developed and</li> </ul>

	<ul style="list-style-type: none"> <li>• Ensure Family security</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure safety and security of the people especially the women considering the large influx of migrants during the construction activities of EZ.</li> </ul>	<p>PAPs should be trained.</p> <ul style="list-style-type: none"> <li>• Priority should be given for employment to the local youth and women groups particularly those affected by the project.</li> </ul> <p>Project Authority should ensure safety and security especially for the women during construction phase.</p>
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Source: FGD at site

### Summary of Social Impacts

- The development of the project would cause direct impact on approximately 300 PAHs in terms of household of who'll be losing their land and other assets. Proposed project will entail impact on 6 residential household structures.
- The development of the project will impact the existing livelihood patterns as it will disrupt income generated from cultivating crops and cattle rearing.
- The existing economic structure will be impacted due to the development of the EZ, as that will potentially bring new types of jobs and livelihood opportunities that are different from the livelihood opportunities associated with farming.
- The project requires a detailed social assessment and the development of a comprehensive Resettlement Action Plan which comprises of resettlement, livelihood generation and livelihood restoration strategies. The project preparation should also consider the existing levels of literacy and skills in the area, to ascertain skill requirements for the PAPs to take advantage of the new jobs that are created during the construction as well as operation phases of the EZ.

## 11.8. Conclusion

- For the development of the proposed EZ, BEZA proposes to obtain 413.02 acres of land, comprising of private cultivable farmlands and 6 residential households.
- The project will affect about 300 PAHs (~1449 PAPs) in terms of Household who'll be losing their land and other assets<sup>207</sup>. Thus, a detailed social impact assessment and Resettlement Action Plan will be required prior to acquisition of land.

<sup>207</sup> There were 6 household structures falling within the proposed area. List of affected structures is given in Annexure-21

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- The development of the project will impact the existing livelihood patterns as it will disrupt income generated from cultivating crops. The existing economic structure will be impacted due to the development of the EZ, as that will potentially bring new types of jobs and livelihood opportunities that are different from the livelihood opportunities associated with farming.
  - The project preparation should also consider the existing levels of literacy and skills in the area, to ascertain skill requirements for the PAPs to take advantage of the new jobs that are created during the construction as well as operation phases of the EZ.
  - The project requires a detailed social assessment and the development of a comprehensive resettlement Action Plan which comprises of livelihood generation/restoration strategies and a Gender Action Plan.
  - A detailed Social Impact Assessment (SIA) study should be carried out and Resettlement Action Plan (RAP) needs to be prepared for the PAPs in accordance to World Bank safeguard standards and Government of Bangladesh's social and resettlement rules.



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# ***12. Environmental Review***

## ***12.1. Purpose and Objective***

The Environmental and Social Review has been undertaken with the following objectives –

- To facilitate an understanding of the elements of the existing baseline conditions of project's area of influence;
- To identify the aspects of the project likely to result in significant impacts to environmental and social resources/receptors;
- To analyse and map relevant stakeholders involved in the project;
- To predict the significance of the impacts of the Project;
- To develop an understanding for the management and monitoring of impacts; and
- Preparation of Environmental Management Plan (EMP)

## ***12.2. Methodology of Environmental Review***

The methodology for the environmental review of the proposed site are:

- Identification and review of applicable local, state, national and international environmental and social regulatory and institutional frameworks;
- Establishment of baseline conditions of the site and surrounding area through the following:
  - Detailed surveys to observe environmental and social characteristics of the project area;
  - Discussions with the stakeholders and identification key issues during planning, construction and operation phase of the project;
  - Baseline data collection of the site and project area with respect to water, ambient air and noise quality etc.
  - Ecological assessment on flora and fauna of the site and project area through secondary data collection and consultation with stakeholders.
  - Assessment of the socio-economic environment through collation of secondary information of the site, supplemented by consultations with the local communities to understand community perception with regard to the project and its activities;
- Impact Assessment and Mitigation Measures for environmental and social components for pre-construction/construction and operation phases. To minimize the adverse impacts mitigations measures will also be suggested; and
- Development of Environmental Management Action Plan which includes the following:
  - Mitigations for adverse environmental impacts and associated risks;
  - Institutional arrangement - management tools and techniques for the implementation of environmental impacts and risk mitigations;
  - Monitoring and reporting of requirements and mechanisms for the effective implementation of the suggested mitigations;
  - Monitoring arrangements for effective implementation of suggested mitigations for the proposed project.

### 12.3. Overview of Environmental Legal, Regulatory and Policy requirements for the project (GoB, WB etc.)

This section highlights the regulatory requirements set out by Government of Bangladesh (GoB) and World Bank (WB) in relation to protection of environment and its resources as well as protection of the social environment from adverse impacts associated with the project development. These requirements are summarized in the table below.

Table 107: Applicability of Key Environmental Legislation at a Glance

Name	Key Requirement	Applicability	Remarks
<b>Acts/Rules</b>			
The Environment Conservation Act, 1995 and subsequent amendments in 2000 and 2002 and 2010  Environment Conservation Rules, 1997 (Subsequent Amendments in 2002 and 2003)	<ul style="list-style-type: none"> <li>• Mandatory requirement of prior environment clearance for certain category of project for conservation and improvement of environment and control and mitigation of pollution of the environment.</li> <li>• To ascertain responsibility for compensation in case of damage to ecosystem</li> <li>• Restriction on polluting automobiles, sale and production of environmental harmful items.</li> <li>• Promulgation of standards for quality of air, water, noise and soil for different areas for different purposes.</li> <li>• Declaration of ecologically critical areas</li> <li>• Promulgation of standard limit for discharging and emitting waste.</li> <li>• Formulation and declaration of environmental guidelines.</li> <li>• Categorization of industries, development projects and other activities on the basis of pollution activities of the existing or proposed industries/development projects/activities.</li> </ul>	Applicable. The project is classified under red category EIA study required to be undertaken	Site approval certificate (followed by Environmental Clearance Certificate) is to be obtained from DoE

Name	Key Requirement	Applicability	Remarks
The Protection and Conservation of Fish Act, 1950 and subsequent amendments in 1982	Prohibit or regulate the construction, temporary or permanent of weirs, dams, bunds, embankment and other structures	Applicable.	Necessary permission would need to be taken for construction of such structures
Water Pollution Control Ordinance 1970	Prevention of water pollution	Applicable from the prospective of prevention of pollution	Applicable during both construction stage (e.g. sewage and equipment washing and maintenance liquid waste discharges at construction camps) and operation phase
The Embankment and Drainage Act 1952	An Act to consolidate the laws relating to embankment and drainage and to make better provision for the construction, maintenance, management, removal and control of embankments and water courses for the better drainage of lands and for their protection from floods, erosion and other damage by water.	Applicable. Embankment of ~6.9 km length has been proposed.	Regulatory authority Ministry of Water Resources and FCD
Bangladesh Water Act 2013 Bangladesh Water Rule 2018	<ul style="list-style-type: none"> <li>As per the act no person or organization is allowed to cause alteration of water course without permission from authority</li> <li>withdrawal of groundwater</li> </ul>	Applicable (for extraction of Ground Water).	Regulatory authority is National Water Resource Council
The Building Construction Act 1952 (with latest amendment 2006)	An Act to provide for the prevention of haphazard construction of building and excavation of tanks which are likely to interfere with the planning of certain areas in Bangladesh	Applicable as the project involves development of infrastructure	Regulatory authority is Ministry of Works
The Vehicle Act, 1927 The Motor Vehicles Ordinance, 1983 The Bengal Motor Vehicle Rules, 1940	To regulate vehicular exhaust emissions	Applicable as heavy vehicle movement is involved both during construction and operation phase	Regular maintenance and up keeping of the vehicles should be carried out. Regulatory authority is Bangladesh Road Transport Authority

Name	Key Requirement	Applicability	Remarks
Bangladesh Labor Law 2006, amendment 2013  Bangladesh Labor Rules 2015	This Act pertains to the occupational rights and safety of factory workers and the provision of a comfortable work environment and reasonable working conditions.	Applicable as the workers will be employed during construction and operation phase	Regulatory authority is Ministry of labor
<b>Policies</b>			
National Environment Policy, 1992	For sustainable development	Applicable for all development projects	Usage of energy efficient building material, fuel etc. should be encouraged
National Environment Management Action Plan 1995	Conservation of natural habitats, bio-diversity, energy, sustainable development and improvement of life of people	Applicable for all development projects	Usage of energy efficient material, green building techniques, reduction of carbon foot prints etc.
National Conservation Strategy	Sustainable development of Industrial Sector	Applicable for all development projects	Usage of energy efficient material, green building techniques, reduction of carbon foot prints etc.
The National Water Policy, 2000	To ensure efficient and equitable management of water resources, proper harnessing and development of surface and ground water, availability of water to all concerned and institutional capacity building for water resource management	Applicable. Ground and surface water is required to be withdrawn for fulfilling water requirement	Conjunctive use of water should be explored
The National Water Management Plan, 2001	Addresses options for water quality, considerations behind measures to clean up industrial pollution, where effluent discharge monitoring and zoning regulations for new industries are emphasized	Applicable as the proposed development will involve generation of sewage	Installation of sewage treatment facility within the premises
<b>World Bank's Safeguards</b>			
OP 4.01  Environmental Assessment	Ensures sustainability and environmental feasibility of the project. Projects are classified into A, B & C category depending on the nature and extent of the impact.	Triggered	Project classified as Category A considering impacts of project

Name	Key Requirement	Applicability	Remarks
OP 4.12 Involuntary Resettlement	Ensures safeguards to address and mitigate risks due to involuntary resettlement such as economic, social and environmental risks.	Triggered	The proposed project requires acquisition of private land
<b>Private Sector Development Support Project</b>			
Environment & Social Management Framework (ESMF)	Describes all the mandatory environmental and social clearances and purpose of the same required to be taken before development of the project	Triggered	The framework sets out mitigation, monitoring and institutional measures to be taken during design, implementation and operation of the project activities to eliminate adverse environmental impacts, offset them, or reduce them to acceptable levels.

Source: PwC analysis

## 12.4. Project Description

With the vision of improving the economy of the country and generating livelihood for the population, Government of Bangladesh (GoB) has planned an era of organized industrialization by following the footsteps of other South Asian countries. GoB set up Bangladesh Economic Zones Authority (BEZA) as the nodal agency and regulator of EZ development within the country. BEZA has set forth an ambitious target of developing 100 EZs in the coming 15 years spread across various locations of Bangladesh.

In line with the aspiring growth plan of the GoB, BEZA has envisaged and planned the development of twelve prospective growth locations as economic zones (EZs) at various locations Across the country. BEZA (through the funding from World Bank) has engaged PricewaterhouseCoopers Private Limited (PwC) in association with Mahindra Consulting Engineers Limited (MACE) and Infrastructure Investment Facilitation Company (IIFC) as sub consultants to undertake feasibility study of these project sites.

Proposed Araihaazar EZ is one of these 12 sites.

Proposed EZ is spread across an area of 413 acres (out of which 157.86 acres is privately owned) and is located in Araihaazar Upazila, Narayanganj district of Dhaka division. The proposed EZ is adjacent to Meghna river and it has no direct road connectivity. Presently last mile connectivity to the proposed EZ is through Bishnandi ghat (~11 km). Dhaka-Chittagong highway (N1) is the nearest highway which is ~35 km from the proposed EZ (including ferry ride from Bishnandi ferry ghat). N1 connects the proposed EZ with Dhaka (~64 km), Comilla (~112 km) and Chittagong (~258 km). The nearest rail head is at Narsingdi which is at a distance of around 33 km from the proposed EZ. The nearest seaport at Chittagong is at a distance of ~258 km from the proposed EZ. Narayanganj river port nearest river port which is located at a distance of ~53 km from the proposed EZ.

River Meghna is located adjacent to the proposed EZ which could act as source of surface water for the proposed EZ. The groundwater depth in the region of the proposed EZ varies from 40 to 50 ft. The nearest power source is Sonargaon grid sub-station (~15 km) with total capacity of 150 MvA. Nearest gas station is Haripur gas station which is located at a distance of ~37 km from the proposed EZ. Utility requirements (power, water and gas) and

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the possible strategies to source the same would be assessed in the final report. BEZA may request relevant nodal agencies to extend the utility connection to the proposed EZ.

Basic social infrastructure (medical, residential, and academic) are available in this region to cater to the requirements of unskilled and semi-skilled manpower. Quality social infrastructure (medical, residential, and academic facilities suitable for expats, executives and skilled human resources) is available in Dhaka (~64 km). Provisions will be evaluated in the final report to include adequate social infrastructure facilities that could serve the needs of skilled personnel and expats working in the proposed EZ.

Based on the regional landscape and site intrinsic features, suitability of various industrial sectors has been assessed. Various type of industries arrived from market demand analysis are as follows-

- Heavy Machinery;
- Iron and steel and metals;
- Non-Metallic Minerals;
- Light Machinery & Equipment and furniture;
- Electrical and Electronics;
- Pharmaceuticals and Leather and leather products

Master Plan of proposed EZ is furnished in the figure on the next page.

Figure 86: Master Plan of the Proposed EZ site



Source: MACE Analysis

## 12.5. Baseline Scenario

### 12.5.1. Location and Study Area

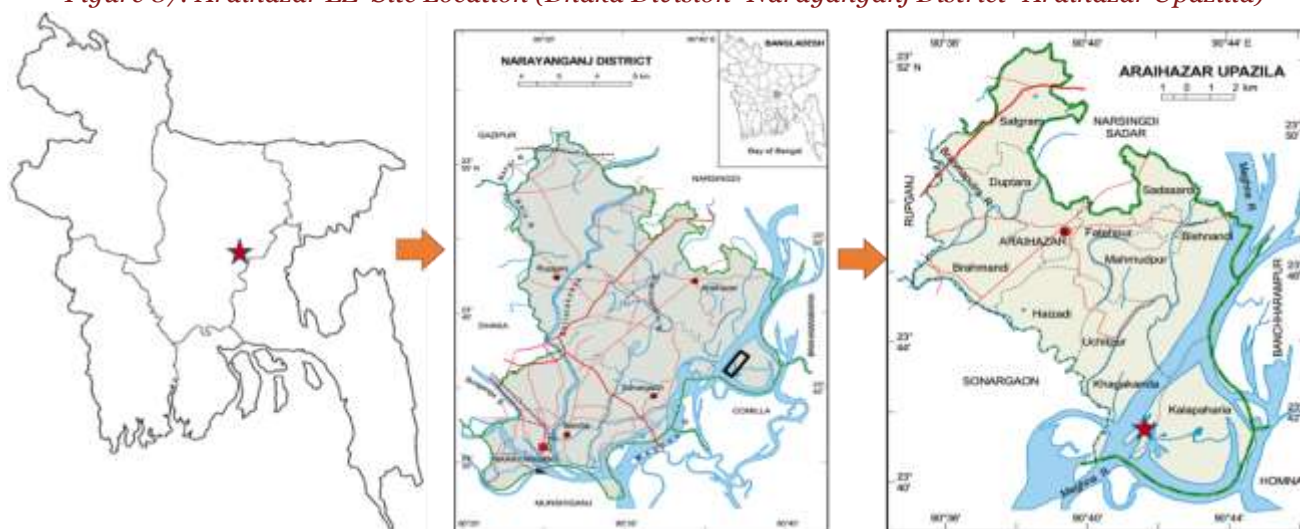
The proposed EZ is located in Araihaazar Upazila of Narayanganj district in Dhaka Division of Bangladesh. The district is in the South-central part of Bangladesh with an area of 683.1 square km. It is bounded by Narshingdi to the North, Munshiganj to the south, the Meghna River, Cumilla and Brammanbaria districts to the east, Dhaka District to the west, Gazipur district in the North-West direction.

Araihaazar EZ is located in the Araihaazar Upazila of Narayanganj District in Bangladesh. It is surrounded by the following:

- Narshingdi to the North Bay of Bengal on the South
- Munshiganj to the south
- the Meghna River, Cumilla and Brammanbaria districts to the east
- Dhaka and Gazipur district to the west and north-west direction respectively.

The proposed site falls entirely within Kalapaharia/1 Mouza of Araihaazar Upazilia, Narayanganj District.

*Figure 87: Araihaazar EZ Site Location (Dhaka Division- Narayanganj District- Araihaazar Upazilla)*



Source: PwC Analysis of Political Maps of Bangladesh

Table 108: Proposed EZ Site Information

Parameters	Details
Site co-ordinates	23°41'1.98"N 90°40'42.78"E
Site boundaries on East	Settlements followed by agricultural land (single and double cropping), village road, and water channel
Site boundaries on West	Meghna River followed by Khagakand Union.
Site boundaries on North	Agricultural land followed by settlements and village roads.
Site boundaries on South	Branch of Meghna River followed by Chalibhanga Union of Meghna Upazila in Cumilla District.
Total area of the site	413.02
Privately owned land	157.86 acres
Government Land/ Khas land	255.16 acres

Source: Google Map and PwC Analysis



Figure 88: Location of the proposed EZ on Google Earth



Source: Google Earth; PwC & MACE analysis

The proposed site is located in an island which is surrounded by River Meghna on all sides. The river is perennial in nature and the proposed site is located on an alluvial land in the river. Meghna river is identified as key feature of the site surrounding and currently has a significant role on the topography of proposed site. 10 km radius from proposed site boundary has been considered as zone of influence due to the proposed development. Hence 10 Km radius is considered as study area for carrying out Environmental and Social review. Zila/Upazila level secondary information was also collected for various environmental and social components irrespective of any demarcated boundary.

### **12.5.2. Topography and Seismology**

From the site visit, it is observed that the site is on an average level of 1.5 to 2 m below adjacent approach road. Also, there are low lying areas within the site. To avoid the water inundation, it is required to develop embankment for the length of 6.9 km along the site with necessary slope protection works. This necessitates suitable level of site filling within EZ site for which contour study has been carried out.

Based on the study of contour, it is found that the site needs to be filled for a depth of about 2 m on an average and the total estimated site filling quantity is about 3342703 cum. Dredged sand from River Meghna is suggested as a source for site filling. However, detailed hydrostatic study has to be carried out for identifying the suitable point of dredging and necessary permission has to be obtained from Bangladesh Inland Water Transport Authority (BIWTA) authorities for dredging of sand from the river for site filling.

Bangladesh has been divided into three generalized seismic zones. The northeastern regions of Bangladesh are the most active zones and belong to the zone-I. The zone II consists of the regions of recent uplifted Pleistocene blocks and considered as moderately active. The southwest Bangladesh is seismically quiet zone and represented by zone III. Proposed site is located in Zone III.



The annual average temperature of the district varies from maximum 35.6°C to minimum 12.2°C and the average rainfall of the district is 1766 mm.<sup>208</sup>

#### 12.5.4. Land use Pattern

The proposed site is predominantly agricultural (single crops mostly) in nature. The project area is mostly containing nul category of land suitable for agriculture. The area is largely used for grazing of cattle (more than 1000 cattle by nearby villages). The proposed site devoid of any significant tree cover. Few sporadically grown trees are found within the area earmarked for development of EZ. There is no presence of any forest land in an around the proposed EZ site. The project site is an island surrounded by Meghna River.

#### 12.5.5. Soil Environment

This area is occupied by permeable silt loam to silty clay loam soils on the ridges and impermeable clays in the basins which are neutral to slightly acidic in reaction. General soil types include predominantly Grey Floodplain soils. Organic matter content is low in ridges and moderate in basins. From the site visit, it is found that the proposed site area has mixture of sandy, silty and loamy soil. According to the stakeholders, almost entire proposed area is used for agricultural activity (Single crop) and vegetable cultivation.

#### 12.5.6. Air Environment

Based on the secondary information and the site reconnaissance survey it was observed that baseline air quality was satisfactory and air pollution poses little or no threat presently. This may be due to the fact that the project area is located in a remote char located in the Meghna river with no significant industries in the surrounding area and there is no direct road transport network with the urban areas. However, it is envisaged that, once the EZ is operational, the cumulative impact of upcoming Araihaazar EZ may create significant air pollution.

To establish the baseline of the study area, ambient air quality monitoring was conducted by Bangladesh Environmental Engineering Training & Lab Services Ltd (BEETLSL), Bangladesh on January 14, 2021 to January 15, 2021. Ambient air (outdoor) quality of the project area was monitored for the parameters of NO<sub>2</sub>, SO<sub>2</sub> and Suspended Particulate Matter. The monitored results for ambient air quality are furnished in the following table.

*Table 109 Ambient air quality in Project Area*

Parameter	Unit	Concentration Present	IFC Standard mg/m <sup>3</sup>	Bangladesh Standard	Duration (hours)	Method of Analysis
SPM	µg/m <sup>3</sup>	107	-	200	24 Hr	Gravimetric
SO <sub>2</sub>	µg/m <sup>3</sup>	9.45	125	365	24 Hr	West- Geake
NO <sub>2</sub>	µg/m <sup>3</sup>	9.72	200 (1 Hr)	NYS	24 Hr	Jacob and Hochheiser

Source: Primary monitoring conducted by BEETLSL, Bangladesh; NYS: Not Yet Stated

The detailed report on Ambient Air Quality Monitoring is furnished in the Annexure 37.

#### 12.5.7. Noise Environment

Based on the secondary information and the site reconnaissance survey it was observed that baseline noise level was quite satisfactory. This may be due to the fact that the project area is located in a rural area with no significant industries in the surrounding area and there is no direct road transport network with the urban areas.

<sup>208</sup> District Statistics

To establish the baseline condition of noise environment monitoring of noise level was carried out by Bangladesh Environmental Engineering Training & Lab Services Ltd (BEETLSL), Bangladesh on January 14, 2021 to January 15, 2021. Table below represents the results of ambient noise quality of the project area. The detailed report on Ambient Noise Quality Monitoring is furnished in the **Annexure 37**.

Table 110: Ambient Noise Quality of Project Area

Sample Location	Land Use Category	Time				Noise Level (dBA) (LAeq)	
		Day		Night		Day	Night
		Start	End	Start	End		
Proposed Economic Zone	Industrial Zone (proposed)	9.00 AM	4.59 PM	6.00 PM	1.59 AM	67.9	45.6
<b>Noise level standard:</b>							
Bangladesh ECR -1997 Standard for		Day Time		Nighttime			
Industrial area		75		70			
Commercial		70		60			
Mixed area		60		50			
Residential area		55		45			
World Bank / IFC Standard		Day Time		Nighttime			
Industrial area		70		70			
Residential; Intuitional; Educational		55		45			

Source: Primary monitoring conducted by BEETLSL, Bangladesh

## 12.5.8. Water Environment

Based on the assessment, it is found that the total water demand for the proposed EZ would be about 5 MLD. This figure is indicative in nature and may vary based on on-ground implementation of the project. The developer may undertake a separate industry assessment and master planning exercise in order to validate this figure.

### 12.5.8.1. Ground Water

From the discussion had with officials and local, it is understood that the groundwater is at a depth of 25-40 feet and is potable in nature. Hence, groundwater can be relied to meet the initial water demand of proposed EZ during construction stage.

To understand the ground water quality of the study area ground water sample was drawn by Bangladesh Environmental Engineering Training & Lab Services Ltd (BEETLSL), Bangladesh on January 14, 2021 for further analysis. Sampling of Ground water has been conducted by following grab sampling method. The analyzed result of ground water quality of the project area is furnished in below table. The detailed report on Ground Water Monitoring is furnished in the **Annexure 37**.

Table 111: Ground Water Quality of Project Area

SL No.	Ground Water: Parameters	Concentration Present	Unit	ECR 1997 Standard for Drinking Water	Methods of Analysis
1.	Total Dissolved Solids (TDS)	158	mg/L	1000	APHA22nd EDN.2012 (2540C)
2.	BOD	8.7	mg/L	0.2	APHA22nd EDN.2012 (5210 B)
3.	COD	10	mg/L	4	APHA22nd EDN.2012 (5220 B)

SL No.	Ground Water: Parameters	Concentration Present	Unit	ECR 1997 Standard for Drinking Water	Methods of Analysis
4.	Turbidity	0.51	NTU	10	APHA22nd EDN.2012 (2130 B)
5.	Total Coliform (TC)	10	CFU/100ml	0.00	APHA22nd EDN.2012 (9222H)
6.	Fecal Coliform (FC)	00	CFU/100ml	0.00	APHA22nd EDN.2012 (9222B)
7.	Total Iron (Fe)	0.25	mg/L	0.3-1.0	APHA22nd EDN.2012 (3500- Fe)

Source: Primary monitoring conducted by BEETLSL, Bangladesh

### 12.5.8.2. Surface Water & Drainage

River Meghna is abutting the site on the West and South side of the proposed site. From the discussion had with UNO officials, it is understood that River Meghna is perennial in nature and can be relied to meet the water demand of the proposed EZ.

It is proposed to provide an infiltration gallery/well, collection sump and pump house near the river basin from which an exclusive water supply pipeline has to be established to connect the site. Detailed hydrogeological investigations need to be carried out based on which suitable intake point shall be determined.

Details regarding the external water supply system has been provided in the figure below.

Figure 90: Details of external water supply system



Source: MACE analysis

To understand the ground water quality of the study area surface water sample was drawn by Bangladesh Environmental Engineering Training & Lab Services Ltd (BEETLSL) from Meghna River on January 14, 2021 for further analysis. Sampling of surface water has been conducted by following grab sampling method. The analyzed result of surface water quality of the project area is furnished in below table. The detailed report on Surface Water Monitoring is furnished in the **Annexure 37**.

Table 112: Surface Water Quality of Project Area

SL No.	Surface Water: Parameters	Concentration Present	Unit	ECR 1997 Standard for Surface Water	Methods of Analysis
1.	pH	7.8	-	6-9	APHA 22nd EDN.2012 (4500H+B)
2.	Electrical Conductivity (EC)	86.7	μS/cm	1200	APHA22nd EDN.2012 (2510 B)
3.	Total Dissolved Solids (TDS)	183	mg/L	2100	APHA 22nd EDN.2012 (2540C)
4.	BOD <sub>5</sub>	22.5	mg/L	50	APHA 22nd EDN.2012 (5210 B)
5.	COD	49	mg/L	200	APHA 22nd EDN.2012 (5220 B)
6.	Chloride (Cl <sup>-</sup> )	24.5	mg/L	600	APHA22nd EDN.2012 (4500 Cl <sup>-</sup> )

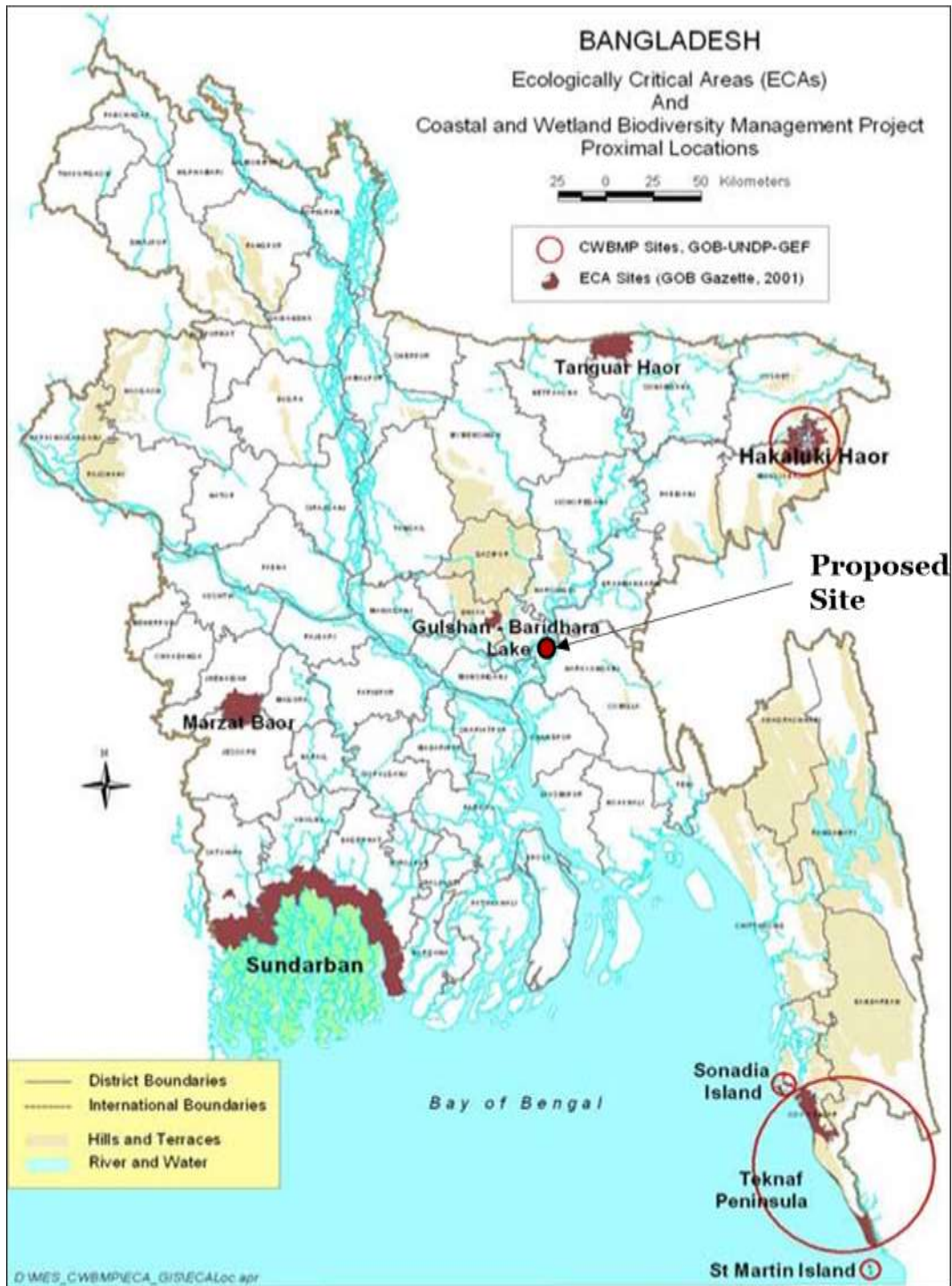
Source: Primary monitoring conducted by BEETLSL, Bangladesh

## 12.5.9. Biological Environment

### 12.5.9.1. Protected Area/Ecologically Critical Area (ECA)

Under the Environmental Conservation Act, ecologically sensitive and precious areas are designated as Ecologically Critical Area (ECA) by Department of Environment in Bangladesh in cases where an ecosystem or biodiversity area is considered to be threatened to reach to a critical state. On the other hand, protected areas such as national parks and protected forests are designated by Department of Forest under the Wildlife (Conservation and Security) Act, 2012 and Forest Act respectively. There is no protected area or ECA located within the study area of 10 Km radius from proposed site boundary. The maps of Bangladesh showing location of ECAs and protected areas distributed across the country is furnished in following figures.

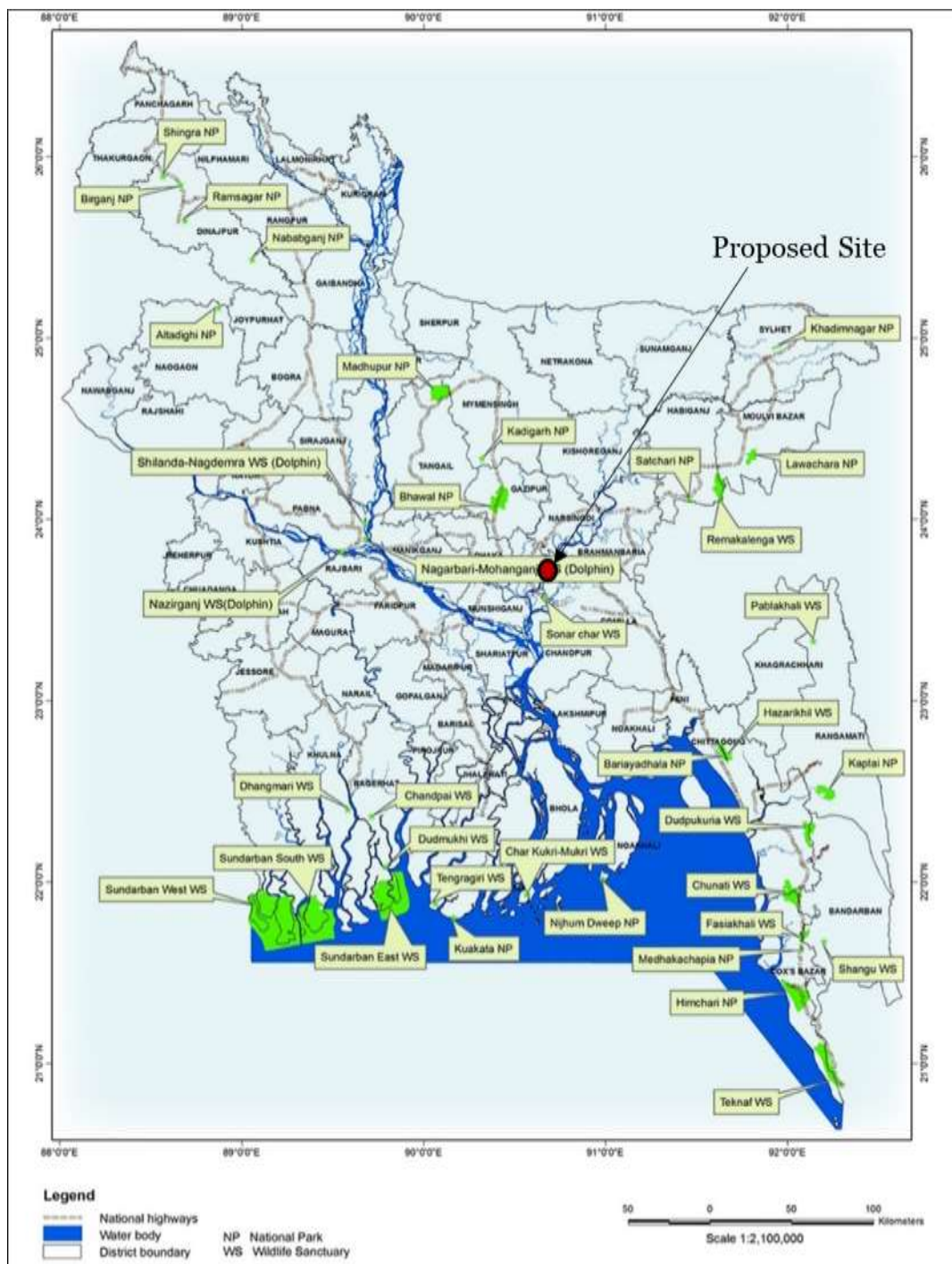
Figure 91: Ecologically Critical Areas of Bangladesh<sup>209</sup>



Source: Secondary research

<sup>209</sup> <http://www.doe-bd.org/cwbmp/>

Figure 92: Protected Areas of Bangladesh



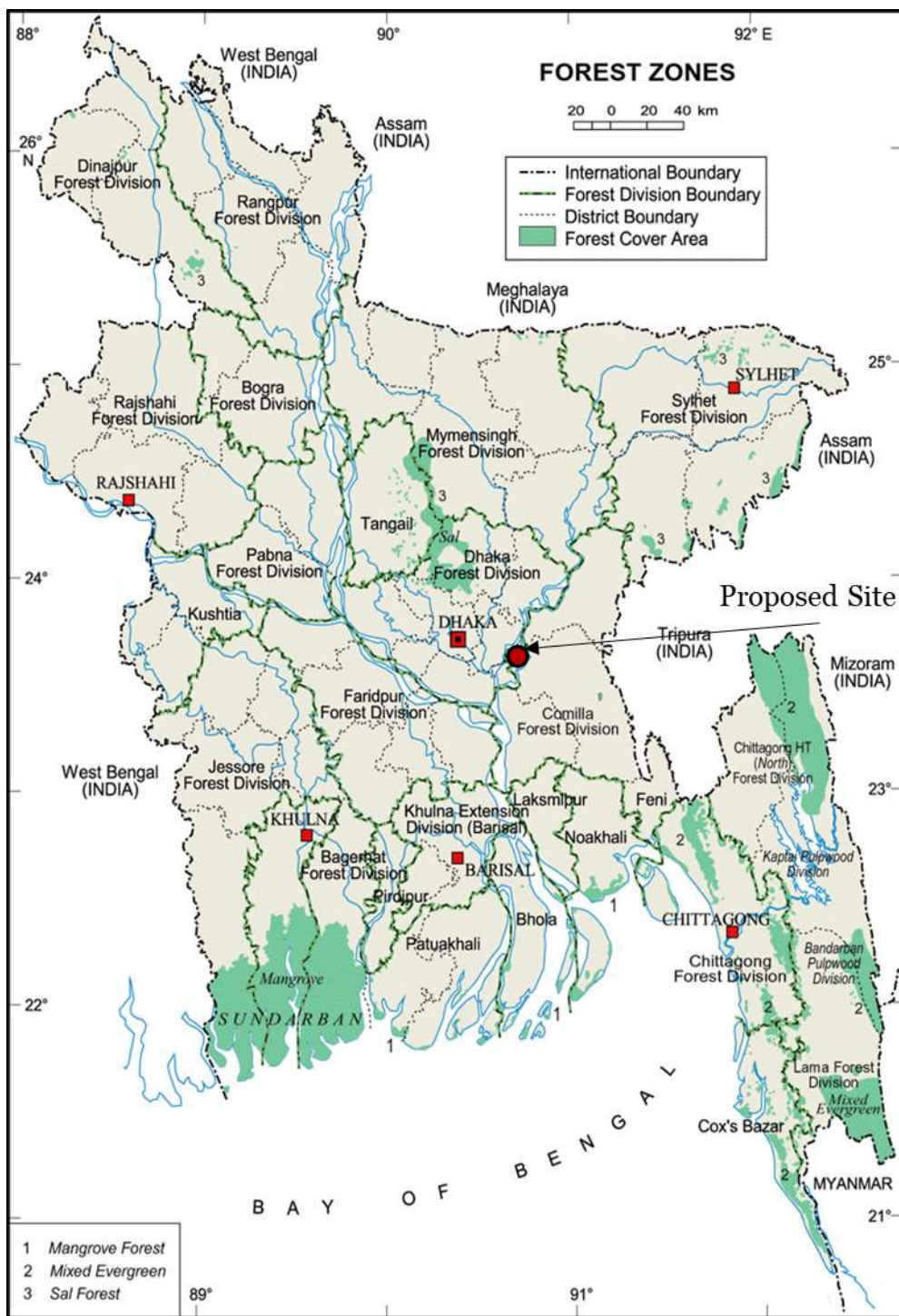
Source: Forest Department of Bangladesh

### 12.5.9.2. Forest Area/Vegetation Cover

There is no forest land within proposed area. No important habitats/Ecologically Critical Area (ECA)/forest etc. located within the site or vicinity. Sporadic vegetation cover on the proposed site is observed. The forest map of Bangladesh is furnished in below figure.



Figure 93: Forest Areas of Bangladesh



Source: Prime Minister's Office Library, Dhaka

### 12.5.9.3. Flora & Fauna

There is no forest area within the study area. from the site. There is also no presence of any eco-fragile zone/protected area/Ramsar site or any other ecologically important wetland/nesting-breeding ground. There is no record of any rare/endemic species or sighting of migratory species from the proposed project site and study area. Information pertaining to ecological resources were collected from Upazila Forest and Fisheries Officers and Local community. The flora and fauna recorded from study area is presented in below section.

#### Flora

The common varieties of trees that are found in the project area are Mango (*Mangifera indica*), Jackfruits tree (*Artocarpus heterophyllus*), kalojam (*Syzygium cumini*), betelnut pulm (*Areca catechu*), coconut palm (*cocos nucifera*), guava (*Psidium guajava*), jambura (*Citrus decumana*), mandar (*Erythrina veriegata*), kadam (*Anthocephalus cadamba*), sheel koroy (*Albizzia procera*), sajna (*Moringa obifera*), dalim (*Punica granatum*), palash (*Butea monosperna*), tetul (*Tamaraindus indica*), neem (*Azadirachta indica*), hijol (*Barringtonia acutangula*), banyan (*Ficus bengalensis*), ashatha (*Ficus religiosa*), raintree (*Samanca saman*), pitraj (*Aphanamixls polystachia*), simul (*Bobbax ceiba*), krishnachura (*Delonix regia*), debdaru (*Polyalathia longifolia*) etc.

#### Fauna

Beside domesticated mammals like cow, buffalo, goat, dog, cat etc., the recorded mammalian species from the project and its surrounding are Indian pipistrelle (*Pipistrellus coromandra*), tickell's bat (*hesperotenus ticklli*), jackal or shial (*Asiatic jackal*), benji (*Herpestes auropunctatus*), dura kathbirali (*Funambulus pennanti*), rat (*Bandicata bengalensis*) house mouse (*Mus musculus*), metho indur (*Mus booduga*), ud biral (*Aonyxe cincrea*) etc.

The common birds of the district include doel (*Copsychus saularis*), bhat shalik (*Acredotheres tristis*), tila ghugu (*Streptopelia chinensis*), tia (*Psillacula Kramerii*), babui (*ploceus philippinus*), sparrow or charui (*Domesticus*), house crow (*Corvus splendens*), brahminy kite (*Haliaster indus*), cacatua (*greater sulphur crested*), machhranga (*Alcedo atthis*), pond heron (*Ardeola grayii*), little cormorant (*Phalacrococan niger*), cuckoo (*Cuculus microplerus*), kali pencha (*Glaucidium radiatum*), choto finge (*Dicrurus macrocercus*), haldey pakhi (*Oriolus xanthornus*), laxmi pencha (*Tyto alba*), water rail (*Rallus aquaticus*), leser whistling teal (*Dendrocygna javanica*), dahuk (*Amaurorinis phoenicurus*), spotted munia (*Lonchura punctulata*), kath thokra (*Picus myrmecophoneus*) etc.

Some known reptiles of this district are ganges soft shell (*Trionyse gangeticus*), common roofed turtle (*Kachuga tecta*), yellow turtle (*Morenia petersi*), shanda (*Gekko gecko*), house lizard (*hemidactylus brooki*), ghargini shap (*Lycodon jara*), rat snake (*Ptyas nigromarginatus*) paina shap (*Enhydris enhydris*), banded krait (*Bungarus fasciatus*) and common cobra (*Naja*).

Common amphibians include bull frog (*Rana tigrina*), skipper frog (*Rana cyanophlyctis*), cricket frog (*Rana limnocharis*) and common toad (*Bufo melanostictus*).

The common fishes that are usually found here are hilsha (*Hilsa ilisa*), ruhi (*Labeo ruhita*), mrigel (*Cirrhinus mrigala*), katla (*Catla catla*), kalbaush (*Labeo calbasu*), chital (*Notopterus chitala*), pabda (*Ompok pabda*), pangas (*Pangasius pangasius*), shing (*Heteropneustes fassilis*), magur (*Clarias batrachus*), koi (*anabas testudineus*), boal (*Wallago attu*), gazar (*Channa marulius*), shoil (*Channa striaxtus*), tengra (*Mystus vittatus*), shar punti (*Puntius sarana*), phali (*Notopterus notopterus*) etc.

### 12.5.10. Social Environment

The Proposed EZ is located at 23°41'30.40"N & 90°41'34.14"E in Araihaazar Upazila, Narayanganj district of Dhaka division.

The EZ site covers an area of 413 acres, entirely from Mauza Kalapaharia. It is bounded on the north Settlements and agricultural land (mostly single cropping), on the east by Meghna river, on the south Agriculture land (mostly single cropping) and Meghna river and on the Meghna river. Proposed EZ is located adjacent to Meghna River and does not have direct road access.

The project will affect approximately 300 PAHs (~ 1449 PAPs) in terms of households who'll be losing their land and other assets. There are 6 household structures located within the proposed EZ boundary. The project will require a detailed Resettlement Action Plan (RAP).

### 12.5.11. Demography

Araihazar Upazila is one of the 6 Upazilas of Narayanganj district. As per Housing and Population Census 2011, Narayanganj district had an overall population of 29,48,217. As per Housing and Population Census 2011, the Araihaza Upazila had an overall population of 3,76,550. The Upazila has 12 unions, 182 mauzas and 322 villages and has a population density of 2080 per sq. km. The sex ratio is 100, which is lower than the natural sex ratio which is supposed to be 105. The age dependency ratio is 71.56 (the age distribution is given in the table below), which is much higher than the national average of 56.95. The average literacy rate is 41%, and which is slightly higher for men (42.1%) than women (39.8%). Majority of the population is Muslim (96.6%), followed by Hindu (3.4%). Other religions figures are near to 0% and presence of other ethnic groups are also negligible.

High poverty and low-income levels are indicated by the housing structure: nearly 83.24% of houses are kutcha houses or jhupris and 38.38% of houses have sanitary toilet facilities with water seals. Despite, the poor structure of houses, Araihazar Upazila has electricity connection in most of the households (83.73%). Most of the households own their homes about 94.76% of them and only about 3.9% of the houses are rented, 1.35% of the households live rent-free.

### 12.5.12. Social Infrastructure

The following social infrastructure is present at the Upazila level.

Table 113: List of Social Infrastructure

<b>Social Infrastructure in at Upazila Level</b>	
<b>Educational Infrastructure</b>	
<b>Government primary school (class I-V)</b>	95
<b>Registered primary school (class I-V)</b>	7
<b>Kindergarten school (pre schooling)</b>	30
<b>NGO school</b>	7
<b>Government secondary school</b>	0
<b>Non-government secondary school</b>	23
<b>School &amp; college (operating jointly)</b>	2
<b>Government college</b>	1
<b>Nongovernment college</b>	4
<b>Madrasah</b>	8
<b>Technical and vocational institution</b>	0
<b>Health Infrastructure</b>	
<b>Upazila Government health complex (no. of beds)</b>	31
<b>Private hospital/clinic</b>	6
<b>Diagnostic centre</b>	4
<b>Religious Infrastructure (at Zilla Level)</b>	

<b>Mosques</b>	2006
<b>Temples</b>	82
<b>Church</b>	4
<b>Monastery</b>	1

Source: District Statistics 2011

**Source of drinking water:** In Araidhazar Upazila, 95.41% general household get the facility of drinking water from tube-well, 0.95% from tap and the remaining 3.64% household get water from other sources.

**Electrification:** As per Population and housing Census 2011, Araidhazar Upazila has electricity connection in most of the households (83.73%) and the rest does not have electricity connection. (*Population and Housing Census 2011*)

### 12.5.13. Livelihood and Economy

The economy of Araidhazar Upazilla is dominated by the service sector with 44.04% of the workforce employed by the sector largely due to proximity to Narayanganj City, one of the industrial centres in Dhaka Division. Unsurprisingly, industrial sector is the second largest employer in Araidhazar upazila with more than 28.37% of workforce employed in the sector. Agriculture still employs 27.61% of the workforce. Major agricultural crops include paddy (Aman & Boro), wheat, jute, sugarcane, lentil (masur), Khesari, Potato, mustard, peanut, pepper, onion and garlic.

Employment Status	Percentage
Employed	39.63
Looking for a Job	0.56
Household Work	33.04
Do not work	26.77
Field of Employment	
Agriculture	27.61
Industry	28.35
Service	44.04

39.63% of the workforce in Araidhazar Upazila are employed and 26.77% of the workforce are not looking for employment. Only 8.69% of the employed group are women; 98.84% of those who do household work are women. Roughly an equal percentage of employable men and women don't work. Of the employed women, nearly half of the women are employed in service and other half in industry. Overall, a greater percentage of women work on service and industry while a greater percentage of men work in agriculture.

## 12.6. Impact assessment and proposed mitigation

The environmental impacts assessment was carried out considering present environmental setting of the project area and nature and extent of the proposed activities. The proposed project involves development of EZ and off-site facilities for upcoming EZ. Potential environmental impacts associated with EZ and proposed off-site facility are classified as:

- Impacts during design/preconstruction phase
- Impacts during construction phase and
- Impacts during operation phase.

At pre-feasibility stage, based on the nature of upcoming industries, the likely impact on surrounding environment have been covered in the report. However, the detailed analysis of specific impacts on basis of scale and magnitude of the individual industry should be carried out at later phase of design along with more specific mitigation measures. During the study Sensitive environmental components were identified during the site visits

and qualitative and quantitative techniques have been applied for direct and indirect assessment of impacts on these components. Table below provides the classification of environmental components.

Table 114: Classification of Social and Environmental Components

Components	Sub-component	Parameters
<b>PHYSICAL</b>		
Water	Surface Water and Ground Water	Hydrology, Water Quality
Air	Air	Air Quality
Noise	Noise	Noise Level
Land	Soil	Erosion, Soil Quality
<b>ECOLOGICAL</b>		
Aquatic	Fisheries/Aquatic Species and Aquatic Ecosystem	Species, diversity, economic value, density and species
Terrestrial	Vegetation, Wildlife	Species and Population
<b>INFRASTRUCTURE</b>		
Water Supply	Surface/ground water	Frequency, quality
Electricity	—	Generation, Transmission, requirement
Transport	Highways/Roads	Access, availability, type, utility of each mode
Land Use	Rail	—
Drainage	Air, Water	Flooding, drainage

### 12.6.1. Impact Identification

During the site visit, various environmental sensitive features were identified which may potentially be impacted by the project at various stages. Identified impacts of the project activities on the environment components are given below along with the associated activities.

Table 115: Impact Matrix for Proposed Off-site Infrastructure

S. No.	Activities	Impacts	Negative Impact		Positive Impact		Not Applicable
			Short Term	Long Term	Short Term	Long Term	
<b>A</b>	<b>Pre-Construction Phase</b>						
i	Land Acquisition for site, access road and utility supply system	Change in land use pattern		√			
		Impact on livelihood		√			
		Shifting of Utilities	√				
ii	Site Preparation	Removal of Vegetation.		√			
		Impact on aesthetic aspects		√			
		Impact on ecosystem		√			
<b>B</b>	<b>Construction Phase</b>						
i	Development of EZ and Construction of Boundary wall, embankment, Access Road, electrical & water supply system and administration building	Loss of Top soil		√			
		Soil contamination due to spillage of material	√				
		Surface water contamination	√				
		Air pollution	√				
		Noise pollution	√				

S. No.	Activities	Impacts	Negative Impact		Positive Impact		Not Applicable
			Short Term	Long Term	Short Term	Long Term	
		Increase in traffic	√				
		Un pleasant view	√				
		Impact on Health & safety	√				
		Social impact	√			√	
		Removal of Trees	√				
<b>C</b>	<b>Operational Phase</b>						
i	Development of Off-site Infrastructure, i.e. Boundary wall, embankment, access road, water supply system, electrical supply line and administration building and operation of industries	Impact on the ambient Air Quality		√			
		Noise Pollution		√			
		Potential surface water pollution due to industrial waste discharge		√			
		Impact on river hydrology due to construction of long embankment along the river		√			
		Economic Development				√	
		Accessibility				√	
		Groundwater abstraction	√				
		Potential for land contamination due to industrial activities		√			
		Increased Run-off		√			
		Generation of Employment				√	
		Natural drainage pattern		√			

## 12.6.2. Impact on Climate and Meteorology

### 12.6.2.1. Pre-Construction, Construction and Operation Phase

Proposed project site is located in tropical region where summers are much rainier than winter. Though no change in the macro-climatic setting (precipitation, temperature and wind) is envisaged due to the project, the microclimate is likely to be temporarily modified by vegetation removal, the addition of increased pavement surface and industrial operation which in turn might lead to rise of temperature especially during the daytime.

#### Mitigation Measures

- 12.17 % (50.26 acres) Greenery/Open Space and buffer space inside the EZ has been recommended in the masterplan
- Plantation shall be carried out at suitable location to minimize impact on micrometeorology

## 12.6.3. Impact on Land and Natural Drainage

### 12.6.3.1. Pre-Construction and Construction Phase

From the site visit, it is observed that the site is on an average level of 8 to 10 feet below adjacent approach road. Also, there are low lying areas within the site. Based on the study of contour, it is found that the site needs to be

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filled for a depth of about 1.8 m (10 feet) on an average and the total estimated site filling quantity is about 3342703 cum. Dredged sand from River Meghna is suggested as a source for site filling.

The impacts on land due to the project are as follows:

- Dredging and landfilling activity
- Soil erosion due to vegetation clearance and excavation activities
- Topsoil degradation
- Generation of waste (hazardous and non-hazardous) from site clearance, excavations, civil works and activities of construction workers (general waste and sewage)
- Possible contamination of soil due to potential spills of lubricating oil, fuel oil, concrete etc.
- There could be alteration with the natural water flow pattern of the subject site due alteration of the natural contours. It may create problem pertaining to water logging, soil erosion, contamination of soil

#### *12.6.3.1.1. Soil Erosion*

During the pre-construction and construction phase, the site clearance activities including clearing of vegetation, construction of the structures, labor camps, storage area, toilets will involve removal of top soil which will result in slope destabilization and the land will be more susceptible to soil erosion.

The soil erosion will result in the run-off of the silt to surface water affecting nearby aquatic ecosystem with increased suspended sediment load and associated nutrients.

Most importantly after landfilling, if the land is kept for long without further development, it leads to soil erosion due to loose top soil.

#### *12.6.3.1.2. Soil Compaction*

During construction activities, there will be compaction of soil in the project area due to construction of the internal access roads, movement of vehicles/ construction machinery and work force movement. The soil compaction would impact the soil physical properties such as reduction in pore spaces, water infiltration rate and soil strength etc. The extent of soil compaction is primarily limited to the Project footprint area and surroundings within 100 m distance. The impact is restricted to the construction phase of the project.

#### *12.6.3.1.3. Landfilling with dredged material*

Based on the study of contour, it is found that the site needs to be filled for a depth of about 1.8 m (10 feet) on an average and the total estimated site filling quantity is about 3342703 cum. Dredged sand from River Meghna is suggested as a source for site filling.

In case the soil quality at dumping site is different from the sediment from the dredging sites, the ultimate soil quality of the disposal site can be affected. The soil used for landfilling should be free of any type of contamination and have similar characteristics as that of native soil to avoid impacts on the soil quality.

#### *12.6.3.1.4. Waste Generation*

The construction waste generated onsite comprises of materials such as excavated soil, rocks, concrete, wooden pallets, steel cuttings/filings, packaging paper or plastic, wood, metals etc. Municipal domestic wastes consisting of food waste, plastic, glass, aluminum cans and wastepaper will also be generated by the construction workforce and labor camp site.

The waste generated during the construction phase will also include hazardous waste such as used oil, hydraulic fluids, waste fuel, grease and waste oil containing rags. If improperly managed, solid waste could create impacts not only to land but also to local air quality, water quality, and human health. Since the site will be raised about

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1.8 m from present level, it is likely that the surface run off from site area will be drawn to the nearby surface water system. If the wastes and raw materials are poorly managed, it will also be carried away by surface run off which will ultimately contaminate the aquatic system.

#### ***12.6.3.1.5. Soil Contamination***

Soil contamination during the construction phase may result from filling activity, leaks and spills of oil, lubricants, or fuel from heavy equipment and wastewater. Such spills could have a long-term impact on soil quality but are expected to be localized in nature. Storm water run-off from the contaminated area can pollute the downstream soil and water quality of adjacent river, other waterbodies.

Spill control measures such as the storage and handling of chemicals and fuel in concrete areas with secondary containment will be implemented to minimize impacts in the event of a spill.

The soil characteristics of the native soil may also be changed due to import of soil for filling and levelling purpose. It is envisaged that the filling activity may impact the native soil due to spillages during transportation of soil and run-off during filling and compaction.

Apart from the embedded controls to be included in project design, the following mitigation measures will reduce the negative impacts on soil environment:

#### ***Mitigation Measures***

- Top soil should be preserved and should be reused in borrow area or green area development
- Stripping of topsoil should be scheduled as the last mile activity (maintain vegetation cover for as long as possible) in order to prevent the erosion (wind and water) of soil;
- Care should be taken to minimize percolation of soil used for filling to adjacent rivers during filling operations. Proper embankment should be provided in the downstream areas to minimize soil percolation to river.
- Vegetation should be planned and maintained for slope stabilization and to prevent soil erosion after construction period;
- The disturbed areas and soil stock piles should be maintained moist to avoid wind erosion of soil;
- The routes for movement of heavy machinery should be designated to avoid the soil compaction in other areas;
- Transport vehicles and equipment should undergo regular maintenance to avoid any oil leakages; designate routes for bringing construction material and outside soil;
- Construction contractor should designate the sites to be used for storage of hazardous wastes including waste oils, solvents, paint and batteries;
- The Contractor should ensure that no unauthorized dumping of hazardous waste are undertaken, and contractor should dispose of hazardous waste through licensed traders;
- Fuel and other hazardous substances should be stored in areas provided with roof, impervious flooring and bund/containment wall;
- The soil used for landfilling should have similar characteristics to the native soil and free of any type of contamination.
- Necessary permission has to be obtained from Bangladesh Inland Water Transport Authority (BIWTA) authorities for dredging of sand from the river for site filling
- Prior to dredging activity, analyze the soil sample to prevent impacts on the receiving environment as a result of mismatch in soil characteristics;



- During dredging activity, physical barriers such as silt screen/ curtains should be employed to prevent the spread of suspended sediments;
- The storm water drainage system shall be designed in synchronization with the existing natural drainage pattern. The direction of the flow shall be engineered to be same as that of the natural flow direction of rainwater;
- The construction debris and high silt content of the virgin soil, post excavation, should be kept in a designated location so as to prevent leaching during monsoons. Storm water drains shall be designed and shall be connected with rainwater harvesting pits. All the construction wastes and excavated soil shall be temporarily stacked on tarpaulin sheet (in order to prevent leaching to groundwater) and a temporary tin sheet shall be placed on the top to prevent rainwater to maximum extent to carry the soil and construction wastes to the adjacent aquatic system
- To demonstrate the commitment towards better environment, 12.17% (50.26 acres) Greenery/Open Space inside the EZ and buffer area has been designated for green and open spaces. The green area shall be declared as the green zone of the EZ
- Based on the site gradient, the drainage pattern has been decided. It has been planned to discharge the flow of the internal drain into nearby highway drain to be developed.
  - The drainage system is planned to cater for the entire EZ through gravity flow
  - Drains are proposed to be provided on both sides of the roads
  - Open trapezoidal drain is considered for the surface run off collection due to easy maintenance for the primary road. Stone pitching is considered for the side walls and PCC for the base
  - Covered rectangular brick masonry drain is considered for the remaining areas for optimization of area under drainage
  - RCC box / pipe culverts of suitable sizes are considered for road crossings
  - Rainwater harvesting structures are envisaged all along the drain at every 100 m interval

### 12.6.3.2. Operation Phase

#### 12.6.3.2.1. Impact on Soil Quality

After development of economic zone, disposal of industrial, domestic and process waste may contaminate land and soil quality of the area. The impact can be significant and long term in case of uncontrolled discharges. Improper disposal of waste (hazardous and non-hazardous waste) may degrade soil, water, air quality and ecology of the area. The aim of setting up an EZ in Arai hazar is to develop multi-sectoral industries such as Heavy Machinery, Iron and steel and metals, Non-Metallic Minerals, Light Machinery & Equipment and furniture, Electrical and Electronics, Pharmaceuticals and Leather and leather products. The nature of waste likely to be generated in the EZ are described in the subsequent section.

#### 12.6.3.2.2. Waste Generation

Type of waste likely to be generated from the proposed EZ has been furnished in below table.

Table 116: Waste Generation from various industries

Industry Type	Nature of Waste
Non-Metallic Minerals (Manufacture of Ceramics)	Dust generated from the manufacturing process and eventually collected in bag house are the significant source of waste

Industry Type	Nature of Waste
Electronics & Electricals	Effluent from electronic/electrical industry, light machinery may contain heavy metals, paint residue etc.
Light engineering, equipment & furniture	
<b>Chemicals</b> Fertilizers, Resins for adhesives, Chlor Alkali and Hydrogen Peroxides	Waste contains toxic and hazardous components such as free ammonia, numerous ammonium compounds, phosphate compounds, urea, Spent Catalyst (Ni; Cu; Zn; Mo; Fe Based), oil, grease and fuel from machinery, nitrogen, phosphate, potassium, sodium, silica, sulphur, fluorine etc.
<b>Leather and Leather Products</b>	Wastewater discharged from such industry may contain high level of BOD, COD, oil and grease and Suspended Solids. Solid waste from such type of industry may contain rejected rubber, Plastic or polythene, leather trimmings, buffing dust, textile etc.
<b>Heavy Machinery, Iron and Steel and metals</b>	Wastewater from iron and steel works contains a considerable amount of oil, dust, acid, iron and other metals. Blast furnace gas is treated by water spraying to remove dust. This wastewater contains cyanides, sulfur compounds, phenol, dust, metal ions, ashes, slags, and ore particles.
<b>Pharmaceuticals</b>	The chemical compounds that may be present in effluent includes solvents such as methanol, ethanol, acetone, isopropanol, and methyl-ethyl ketone etc., organic acids such as acetic acid, formic acid, organic halides, ammonia, cyanide, toluene, and active pharmaceutical ingredients (API).

Source: PwC Analysis

Beside the abovementioned, common type of waste like Process dry sludge, ETP sludge, e-wastes, scrap batteries, domestic dry sludge, used oil, etc. are likely to be generated from the industries proposed. All these wastes shall be segregated depending upon the source of its generation. There are authorized vendor for recycling e-waste in Bangladesh. These vendors are responsible for collecting the e-waste. General practice followed in Bangladesh regarding the process waste is storage in a dedicated room. As the country doesn't have a concrete rules and regulations guiding the process waste disposal, practice to design and execute a localized landfill unit could be helpful. Like construction phase, the waste generated during operation will also include hazardous waste such as organic/inorganic residue, used oil, scrap batteries, waste fuel, grease, waste oil containing rags etc. If improperly managed, waste could pollute not only to land but also to local air quality, water quality, human health and the ecosystem.

The estimation of solid waste to be generated have been presented in subsequent sections.

Table 117: Estimation of Solid waste generation

Land use pattern	acres	Population	MSW generation	Unit	Kg/day
<b>Processing area</b>					

Industrial plots	276.16	13975	200	gm/capita/day	2795.00
Utility	19.30	100	100	gm/capita/day	10.00
Road	52.96		10.12	kg/ha/day	216.97
Green & open space	50.26		30.36	kg/ha/day	617.75
<b>Total processing zone</b>	<b>398.67</b>	<b>14075</b>			<b>3639.72</b>
Public & support amenity	12.84	1000	100	gm/capita/day	100.00
Road	1.48	0	10.12	kg/ha/day	6.07
<b>Total Non-processing area</b>	<b>14.33</b>	<b>1000</b>			<b>106.07</b>
<b>Total</b>	<b>413.00</b>	<b>15075</b>			<b>3745.79</b>
Total solid waste generation in TPD					<b>4</b>

Source: MACE Analysis

### **Mitigation Measures**

- Provision shall be made for proper storage and disposal of industrial waste by respective industries.
- Special care must be taken by all the industries to avoid any kind of accidental contamination which could be a threat to the surrounding aquatic ecosystem
- Provisions shall be made to segregate e-waste with rest of the wastes generated.
- Alliance shall be done with e-waste recycling vendor and the segregated e-waste shall be send to the vendor for recycling purposes
- A Common waste storage area shall be designated for industrial domestic waste.
- Waste should be segregated at source into hazardous and non-hazardous waste. Further the waste should be segregated into Biodegradable, recyclable and rejected waste. Recyclable waste should be sent to licensed traders for recycling and rejected waste should be disposed as per the best industrial practice for particular waste.
- From the above only bio-degradable waste can be treated in the SW treatment facility; The rate of MSW generation in the initial stages will be less than the estimated quantity and hence during the initial stage, the MSW generation rate can be considered as 50% of the estimated quantity; The entire MSW is planned to be collected and treated in the composting plant within EZ and the rejects shall be disposed to suitable landfill outside the EZ; Suitable area has been earmarked for development of composting plant within EZ to handle the MSW generated.
- Industrial waste generated should be stored on sealed surfaces and should be disposed as per the best industrial practice
- Local environmental bodies shall be consulted for the initiation for the designing and constructing localized landfill for the disposal of process waste.
- No chemical/hazardous raw material should be allowed to spill over the land and should be operated in covered systems
- Excessive packaging should be reduced and recyclable products such as aluminum, glass, and high-density polyethylene (HDPE) should be used where applicable.
- Organic waste should be resold to value addition industries or can be fed to livestock.
- Sludge generated in effluent treatment plant should be sold to authorized recyclers or could be dried into cakes and used as manure for green belt

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## **12.6.4. Impacts due to Dredging**

### **12.6.4.1. Pre-Construction and Construction Phase**

The preconstruction and construction phase will involve backfilling of the land to a level of +2 from current level. It is proposed that sand for the backfilling operations will be obtained by dredging from the Meghna river located nearby. The possible physical impacts due to dredging are as follows:

- Resuspension of bottom sediments, thereby increasing turbidity
- Riverbank erosion
- Dispersion from and accumulation into bottom sediment of toxic substances
- Reduced primary productivity due to decrease in the depth of the euphotic zone
- Impact on habitat and breeding/spawning ground of fishes and other aquatic fauna due to bottom disturbances
- Temperature alteration
- Increase in nutrient levels
- If the dredged material is polluted, it may affect the ecosystem, and fisheries activities at both dredging and dumping locations

The extent of impacts due to dredging activity is highly varied and site specific, depending upon a number of factors shown below:

- Method of dredging and disposal
- Channel size and depth
- The size, density and quality of the material
- Background levels of water and sediment quality, suspended sediment and turbidity
- Current direction and speed
- Rate of mixing
- Presence and sensitivity of animal and plant communities (including birds, sensitive benthic communities, fish and shellfish)

#### **Mitigation Measures**

- Prior to dredging activity, analyze the soil sample to prevent impacts on the receiving environment as a result of mismatch in soil characteristics;
- During dredging activity, physical barriers such as silt screen/ curtains should be employed to prevent the spread of suspended sediments;
- Maintain the extent of the turbidity plumes close to the dredging and disposal areas to minimize impacts on aquatic fauna habitat;
- Visually inspect for aquatic life and terrestrial organisms and stop dredging activity in case of any organism in the vicinity;

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## ***12.6.5. Impact on Air Environment***

### ***12.6.5.1. Pre-construction phase***

The pre-construction phase will involve site preparation activity for development of EZ, construction of access road and water supply system which will lead to dust generations and other fugitive emissions. But these emissions will be localized and have impact for short duration only during site preparation activity.

#### ***Mitigation Measures***

To minimize the dust generation, water should be sprinkled regularly at the site and low Sulphur diesel should be used in land levelling equipment to control the SO<sub>2</sub> emissions.

### ***12.6.5.2. Construction Phase***

Air quality will be impacted from the following sources during the construction phase:

- Fugitive dust emissions from site clearing, excavation work, cutting and levelling work at sites and access/ internal roads, stacking of soils, handling of construction material, transportation of material, emission due to movements of vehicles, plying of heavy construction machinery etc.;
- Vehicular emissions due to traffic movement on site and on the connecting roads;
- Exhaust emissions (containing PM<sub>10</sub>, PM<sub>2.5</sub>, SPM, CO, HC, NO<sub>x</sub>, SO<sub>2</sub> etc.) from construction machineries, other heavy equipment as bull dozers, excavators, compactors; and
- Emissions from diesel generator required for emergency power during construction period.

#### ***Mitigation Measures***

To mitigate the construction impacts, project proponent should have contract agreements with contractors as well as sub-contractors to ensure implementation of mitigation measures.

- Sprinkling of water at construction site and haul roads
- Transportation of Raw materials in covered trucks
- Construction of barricades between the settlements and the site to minimize travel of fugitive emissions towards settlements
- Shrub Plantation (native species) on either side of the approach road to mitigate the fugitive dust emissions
- Construction vehicles and machinery should be regularly serviced and check for pollution control
- Prohibit usage of adulterated fuel in vehicles for running construction equipment and vehicles
- Covering the scaffolding (in case of administration building) to reduce the dust emission in outside environment
- Speed of vehicles on site is recommended to be 10-15 km/hour which will help in minimizing fugitive dust emissions due to vehicular movement

### ***12.6.5.3. Operation Phase***

Post development of the EZ & setting up of industries, the impacts on the air quality of the area will be from (a) air emissions from the proposed industries and (b) emissions from increased vehicular movements. The cumulative effect of the industries proposed in the EZ may have negative impact on the air quality of the site and the nearby areas to some extent. Nature of Air emissions due to various industrial operations are furnished in the table below.

Table 118: Emissions from various industries

Industry Type	Nature of Emission
Non-Metallic Minerals (Manufacture of Ceramics)	<p><b><i>Air pollutants generated during the cement manufacturing process consist primarily of particulates from the raw and finished materials. The cement dusts are alkaline with size varying from 5 µm to 250 µm. Beside these fugitive dust can be generated due to process related &amp; Non-process related activity.</i></b></p> <p>Oxides of carbon, nitrogen, and sulfur are mainly produced as a byproduct of fuel combustion for power generation (if captive power plant is established). SO<sub>2</sub> is also produced from oxidation of volatile sulfur present in the kind of limestone used as raw material</p>
Electronics & Electricals	Chlorofluorocarbons (CFCs) used manufacturing of refrigerators, freezers, chillers, and air conditioners in electrical and electronic industries are having potential to damage ozone layer of atmosphere. However, use of CFCs in Bangladesh is phased out, hence possibility of emission of such substance can be avoided. Release of VoCs due to painting may also occur.
Light engineering, equipment & furniture	No significant air emissions is generated from light machinery industries. However, volatile organic compounds may be released due to painting, finishing activities. Thermal cutting processes of base metals such as stainless steel, low alloy steels, hard facing materials and other alloys may release pollutants that contain manganese, chromium, cadmium, lead, nickel or other known hazardous substances.
<b>Chemicals</b>	Fertilizers, Resins for adhesives, Chlor Alkali and Hydrogen Peroxides
Waste contains toxic and hazardous components such as free ammonia, numerous ammonium compounds, phosphate compounds, urea, Spent Catalyst (Ni; Cu; Zn; Mo; Fe Based), oil, grease and fuel from machinery, nitrogen, phosphate, potassium, sodium, silica, sulphur, fluorine etc.	
<b>Leather and Leather Products</b>	Tanning process is associated with complex chemical usage. Tanning generates Hydrogen Sulphides and Volatile Organic Compounds (VOC). VOCs are also emitted due to the usage of adhesives in the leather shoe or goods manufacturing process. Stack emission of Diesel Generator or Diesel Boilers also contributes to emissions.
<b>Heavy Machinery, Iron and Steel and metals</b>	Significantly air polluting in nature. Particulate Matter, SO <sub>2</sub> , NO <sub>x</sub> , CO emission occurs from Plant, Melting Shop, Captive Power Plant, Ore Crushing,

Industry Type	Nature of Emission
	Screening and Beneficiation Plant, Slag Crushing Plant and Material Handling areas
<b>Pharmaceuticals</b>	Prevailing public concern in respect of air pollution in these industries are odor and toxic emissions. Generation of VOC in the industry caused due to use of varieties of solvents. The major VOC emission is caused from reactor vents, man ways, material loading and unloading, acid gases (halogen acids, sulfur dioxide, nitrous oxides). Other probable emitted pollutants from process are N <sub>2</sub> , CO <sub>2</sub> , H <sub>2</sub> and NH <sub>3</sub> . The emission from the process is mainly liberated gases from various reactions. Emission from boiler (if applicable) & DG Stack

Source: PwC analysis

### **Mitigation Measures**

- Provision should be made for peripheral green belt all along the EZ boundary and in the buffer zones. For peripheral green belt, the tree species should be selected such that first inside row is of smaller height, middle row of tree is of medium height and last row of tree is of higher height so that green belt formed appears like a cascading canopy.
- Development of thick green belt and organized greens within each industrial plots. Broad-leaved species, which can absorb pollutants, should be planted as they help to settle particulates with their higher surface areas along with thick foliage
- Power Generators should be provided with stacks of adequate height (higher than nearest building) to allow enough dispersion of emission.
- Process emission should be controlled with the installation of adequate air pollution control systems like Venturi scrubbers, wet scrubbers, Electrostatic precipitator, cyclone separator & bag filter etc. as applicable to the individual industry
- All industries should obtain clearance from DoE, Bangladesh as applicable. Air pollution control measures shall be adopted by respective industries in line with DOE permission
- Air pollution monitoring should be carried out to check the air pollution level.
- Preference of usage of clean fuel like LPG, low Sulphur diesel should be explored
- Odor should be managed at the site using odor suppressant and planting fragrant flowering trees.
- Periodic checkups should be conducted for the workers to reduce exposure levels, rotate the shifts of the workers.

## **12.6.6. Impact on Noise Environment**

### **12.6.6.1. Preconstruction and Construction Phase**

Pre-construction phase will involve site clearance activity for development of access road and utilities. The site clearance will involve removal of vegetation and land levelling activities. Operation of different machineries and equipment for construction activities, running of heavy load traffic for construction materials transportation, and regular traffic movement may generate noise during construction period. The heavy equipment, machineries, transportation and earthworks used for the construction activities are the major sources of noise. It is envisaged that there will be an increase in traffic and thereby in traffic noise impacts on the receptors near the approach road from the transportation of equipment, construction materials. Few settlements located in the north-eastern

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and southern side of proposed site are likely to be exposed to higher level of noise due to construction activity if proper mitigation measures are not taken.

### ***Mitigation Measures***

The following mitigation measures should be implemented to minimize potential noise impacts during preconstruction and construction phases:

- Regular maintenance of equipment such as lubricating moving parts, tightening loose parts and replacing worn out components should be conducted;
- Machinery and construction equipment that may be in intermittent use should be shut down or throttled down during idle time;
- Acoustic enclosure should be provided for the DG set;
- Equipment known to generate noise strongly in one direction should be orientated so that the noise is directed away from nearby sensitive receptors as far as practicable;
- Honking should be avoided;
- Construction work should be carried out only during daytime (from 8.00am to 6 pm);
- Machinery to be used should comply with the noise standards prescribed by DoE.
- To deal with noise exposure by construction workers in construction site, pocket guide by OSHA is helpful.
- At individual worker level, the construction contractor should be insisted to provide earmuffs to the workers exposed to high noise levels.

### ***12.6.6.2. Operation Phase***

After development of offsite infrastructure and economic zone, the noise levels may rise due to vehicular movement, DG set, pump sets, Boilers, mechanical and industrial operations, Auxiliary activities like operation of water pumps, booster pumps etc. Operations of ventilation units and fans can also add up to the noise generation. High noise levels are generally found in the leather product manufacturing (buffing and finishing process) and automated machines. From other type of industries proposed in the EZ the major source of noise generation is vehicular movement, machinery operation and use of DG in case of power failure. The following mitigation measures are suggested to mitigate the noise pollution during operation phase.

### ***Mitigation Measures***

- Pumps should be fitted in close room, preferably acoustic enclosure to reduce the noise generation
- Green buffer should be developed all along the project boundary and buffer zone. This will help in reducing the noise level significantly.
- Noise regulators must put a strong mandate and fine on vehicle operators which are not properly maintained, produce noise (silencers not proper).
- All industries should obtain clearance from DoE before establishing industrial unit and should comply with all the conditions mentioned in the letter of environment clearance
- All industries should install the new machinery of modern make which complies with the noise standards prescribed by DoE.
- Job rotations should be practiced for workers in working at noise intensive locations to prevent prolonged exposure to high noise level as it may lead to deafness, fatigue, headache, nausea and drowsiness. Propose PPEs must be made compulsory for workers working at locations where the intensity of noise is high.



- Acoustic design with soundproof glass paneling will be provided for critical operator cabins / control rooms of individual modules as well as central control facilities.
- Proper greasing, periodic checkups for frictionless movements.
- Honking should be regulated within the economic zone

## ***12.6.7. Impact on Water Environment***

### ***12.6.7.1. Pre-Construction and Construction Phase***

#### ***12.6.7.1.1. Impact on Surface Water and Groundwater Resource***

Based on the assessment, it is found that the total potable water demand for the proposed EZ would be about 5 MLD. This figure is indicative in nature and may vary based on on-ground implementation of the project. The developer may undertake a separate industry assessment and master planning exercise in order to validate this figure. Groundwater and Meghna River shall be relied to meet the water demand of the proposed EZ. It is proposed to provide suitable water intake system near the river basin. River Meghna is abutting the site on the West and South side of the proposed site. From the discussion had with UNO officials, it is understood that River Meghna is perennial in nature and can be relied to meet the water demand of the proposed EZ. It is proposed to provide suitable water intake system near the river basin. However, detailed study and hydrogeological investigations need to be carried out to determine the exact intake point and intake system. Hence, it is suggested that the suitable intake system and intake point shall be proposed during detailed engineering stage. Thus, intake of groundwater can be avoided as well.

#### ***12.6.7.1.2. Impact on Surface Water and Groundwater Quality***

The major source of wastewater generation during construction phase is from the labour camp, which will be established for project construction activity. There is a potential for contamination of surface and groundwater resources resulting from improper management of sewage. The storage of used engine oil and lubricants as waste materials has a potential to create impacts if spillage occurs.

The quality of neighboring water bodies including Meghna River could also be affected due to surface runoff from contaminated soil (soil contamination due to oil/ fuel spillage and leakages), particularly during monsoon season. The surface runoff carrying the loose topsoil will lead to increased sedimentation in the receiving water bodies. Contamination to water bodies may also result due to oil spilling during construction activities and/or surface runoff from the construction site to the adjacent water body. Thus measures are required to be taken to minimize the surface water pollution.

#### ***Mitigation Measures***

- Provision should be kept by the contractor for effective spill management plan
- To avoid excavation activities during rains
- To prevent piling up of excavated soil, raw material and construction debris at site by proper management and disposal
- Construction of storm water drains along with sedimentation tanks with sandbags as partition as barrier for direct flow of run off to aquatic system
- Check dams should be provided to prevent construction runoff from the site to the surrounding water bodies.
- Minimize run-off by using sprays for curing
- Construction of adequate nos. of toilets and proper sanitation system for workers to prevent open defecation along the riverbanks/water supply lines

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- Construction of soak pits/septic tanks to dispose-off the domestic wastewater generated from labor camps to prevent disposal of sewage in surface water bodies. Alternatively collect labor camp sewage and connect to nearby municipal sewers.
  - Proper collection, management and disposal of construction and municipal waste from site to prevent mixing of the waste in run-off and entering the water bodies
  - Use of licensed contractors for management and disposal of waste and sludge;
  - Laborers should be given training towards proactive use of designated areas/bins for waste disposal and encouraged for use of toilets. Open defecation and random disposal of sewage will be strictly restricted;
  - To prevent surface and ground water contamination by oil/grease, leak proof containers shall be used for storage (preferably in paved area) and transportation of oil/grease
  - Spill/ leakage clearance plan to be adopted for immediate cleaning of spills and leakages.

### *12.6.7.2. Operation Phase*

To cater the industrial water requirement water from Meghna River will be used. The development of economic zone shall lead to the generation of process and domestic effluent. As discussed in previous section, liquid waste from the proposed industries will be having potentiality to affect the water quality. The direct discharge of the untreated process and domestic effluent waste will lead to impacts in the surface water quality. Also, it is anticipated that surface run-off may significantly increase post development of economic zone which may impact surface water quality. The nature of waste and effluent likely to be generated from various industries are discussed under 'waste generation' section.

The estimation of Effluent and sewage likely to be generated have been presented in subsequent section.

Table 119: Effluent generation estimation

Land use pattern	Total area	Effluent generation	Sewage generation		Sullage generation	Total effluent, sewage and sullage generation	Infiltration @10%	Total sewage quantity
	acres	in cum/day	In %	In cum/day	In cum/day			
<b>Processing area</b>		<b>In Cum/day</b>						
Industrial plots	276.16	4735.03	0.72	149.61	385.82	535.42	69.18	604.60
Utility	19.30		0.72	1.07	2.76	3.83	0.50	4.33
Road	52.96				38.21	38.21	4.25	42.45
Green space	50.26						4.03	4.03
<b>Total processing zone</b>	<b>398.67</b>	<b>4735.03</b>		<b>150.68</b>	<b>426.78</b>	<b>577.46</b>	<b>77.95</b>	<b>655.41</b>
<b>Non-processing area</b>								
Public & support amenity	12.84		0.32	6.28	48.00	54.28	7.70	61.98
Road	1.48				1.07	1.07	0.12	1.19
<b>Total Non-processing area</b>	<b>14.33</b>			<b>6.28</b>	<b>49.07</b>	<b>55.35</b>	<b>7.82</b>	<b>63.17</b>
<b>Total</b>	<b>413.00</b>	<b>4735.03</b>		<b>156.96</b>	<b>475.85</b>	<b>632.81</b>	<b>85.76</b>	<b>718.58</b>

Source: MACE analysis (total figures might have minor aberrations due to rounding off the decimals)

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Following measures should be adopted during operation phase to minimize impacts of development of Economic zone on water quality.

### ***Mitigation Measures***

- Each industry should obtain consent of DoE Bangladesh before construction and operation and should comply to the conditions laid by them
- The Industry should also obtain the consent of the water abstraction limit from DoE, Bangladesh.
- No leachate, wastewater and waste material should be stored in pervious unlined area/pond.
- Efficient Rainwater Management Plan will be adopted to reduce the impact due to surface runoff
- ETP shall be mandatory for all the industries. Every unit shall have its own ETP unit.
- Each industry should treat the effluent and sewage generated by them so as to achieve zero discharge and no untreated effluent should be discharged into any water body
- Sludge generated in effluent treatment plant should be sold to authorized recyclers or could be dried into cakes and used as manure for green belt
- A water balance between the abstracted water and the water diverted for process purposes and domestic purpose shall be developed. Based on the volume of the process and domestic waste, ETP shall be designed.
- Monitoring of surface and ground water quality should be done. Analysis of the process waste water should also be done on regular basis to check efficiency of ETP.
- The effluent treated process waste water shall be analyzed, and the analyzed parameter should be well below the Bangladesh Standard (ECR, 1997).
- Rainwater harvesting structures are proposed all along the internal drain at every 30 m interval
- Each industry should practice rain water harvesting to minimize the water consumption and reduce runoff from the site

### ***12.6.8. Impact on Biodiversity***

The proposed site location is mostly agricultural in nature and devoid of any significant tree cover. Hence tree felling or associated impact like habitat loss of avifaunal/smaller mammals/ reptile community is expected to be very minimal. However, due to loss of agricultural field habitat loss of associated invertebrates, reptile, smaller Pisces etc. is envisaged. Dredging along River is also a threat to habitat and breeding/spawning ground of fishes and other aquatic fauna. Discharge of solid and liquid waste in rivers/waterbodies, shall also impact the aquatic life. Therefore, proper mitigation measures should be taken to minimize the impacts on biodiversity.

No infrastructure development activities shall be encouraged close to the river shoreline.

### ***Mitigation Measures***

Following measures must be taken as a compensatory act and an effort to negate the impact on biodiversity-

- Provision should be made for peripheral green belt with 2-3 rows of local fruit bearing tree species all along the EZ boundary. These will attract and support avifaunal and other faunal community
- Suitable green area should be proposed inside the EZ
- Dredging from river may be avoided if possible and alternative arrangement for filling material may be explored
- No waste shall be discharged in water bodies
- Suitable Buffer Area will be maintained for the river

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### **12.6.9. Impacts on Occupation Health and Safety**

The lack of adequate mitigation measures on the health and safety of the workers will result in accidents and injuries leading to loss of life or property. It is proposed to implement the following mitigation measures to ensure safe workplace for the construction labor.

#### **Mitigation Measures**

- The project proponent should ensure that the contractor (make part of contractors' contract) to have and occupational health and safety plan. The contractor should provide accidental insurance and medical insurance to all the workers.
- The contractor should conduct daily toolbox meeting for all workers to discuss potential work-related hazards and other safety aspects.
- The contractor should conduct training for all workers on safety and environmental hygiene at no cost to the employees.
- The contractor should maintain first aid facilities for the workers and will instruct and induct all workers in health and safety matters (induction course) including construction camp rules and site agents/foremen will follow up with toolbox talks on a weekly basis. Workforce training for all workers starting on site will include safety and environmental hygiene.
- Fencing on all areas of excavation greater than 1m deep and sides of temporary works should be observed.
- Workers should be provided with appropriate personnel safety equipment such as safety boots, helmets, gloves, protective clothes, dust mask, goggles, and ear protection at no cost to the workers.
- Reversing signals (visual and audible) should be installed on all construction vehicles and plant.
- Contractor should be responsible for evacuation injured person to the nearest medical center
- Pertinent H&S trainings should be provided to all the workers with respect to hazards linked to the activities. Additionally, the workers will be informed of precautions to be taken to avoid impacts to the local community;
- Monitoring of the PPE usage can be strengthened, in that, a mechanism can be adopted whereby defaulters receive a warning on non-usage and stringent actions can be taken on subsequent offences;
- Maintain H&S records of occupational H&S incidents, accidents, diseases and dangerous occurrences
- The contractors should ensure H&S standards of labor camps. The labor camps will be established in the proposed site area. Additionally, the representative of project proponent should conduct random spot checks to determine any issues related to improper waste disposal or the living conditions in these camps (i.e. presence of secure shelter and flooring, number of persons per room, number of toilets for the manpower, water availability etc.);
- Strong protocols should be built as part of contractual obligations around zero tolerance of child labor or harassment of women workers and even health and safety aspects. These should also be monitored by supervision and monitoring team.
- Individual industries should also adopt best practice as per the industry standards for proper implementation of occupational health and safety.

### **12.6.10. Flood Risk**

The project site is in proximity to Meghna River. To avoid inundation during monsoon season, minimum land filling of 1.8 meter is considered. It is recommended to adopt riverbank protection work in the dredging stretches and along the bank of River to protect the site and surrounding area from flooding.

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### **12.6.11. Sanitation and Disease Vectors**

Potential sanitation and impacts from disease need to be controlled by maintaining hygienic conditions in the EZ area throughout the operational phase as well during construction by implementing appropriate social and health programs for the Project. BEZA should ensure that improvements are made to site sanitation and should implement the mitigation measure below for all operational activities and also that the contractor (during construction phase)/ industries (during operation phase) ensures that:

- Measures to prevent malaria should be implemented by installation of proper drainage to avoid water stagnation, etc.
- Standing water should not be allowed to accumulate in the drainage facilities or along the warehouse sides to prevent proliferation of mosquitoes.
- Temporary and permanent drainage facilities should be designed to facilitate the rapid removal of surface water from all areas and prevent the accumulation of surface water ponds.
- Malaria controls should be implemented in line with social plans for the Project.
- HIV/AIDS awareness and HIV/AIDS education and prevention program should be implemented in line with social plans under the social development work stream.

### **12.7. Stakeholders' Consultations**

This section provides the stakeholder identification and analysis as well as a brief understanding of the engagement process for the project. "Stakeholder" refers to those who have plausible stake in the environmental/social impacts of the project or activity are ascertained with a view to taking into account all the material concerns in the project or activity design as appropriate. It is highly desirable for all key stakeholders to arrive at a consensus on sensitive features, impacts and remedial actions. Stakeholder identification was done by examining the potential impacts of the project in terms of:

- Who may be affected directly (project affected people);
- Which agencies might have responsibility for the impact management;
- Which other organizations might have an interest in monitoring proponent activities or have local knowledge to contribute; and
- Which private/non-government sector entities might face financial and social hardships if the predicted impacts occur

The stakeholders identified in the project comprise of project impacted people, project beneficiaries, various government officials.

The main objective of the consultation process is to minimize negative impacts of the project and to maximize the benefits from the project to the local populace. The objectives of public consultation as part of this project are:

- Promote public awareness and improve understanding of the potential impacts of proposed projects
- Identify alternative sites or designs, and mitigation measures
- Solicit the views of affected communities / individuals on environmental and social problems
- Improve environmental and social soundness
- Identify contentious local issues which might jeopardize the implementation of the project
- Establish transparent procedures for carrying out proposed works

- Inform the affected populace about the entitlement framework and to settle problems with mutual consent
- Create accountability and sense of local ownership during project implementation; and
- To obtain information on baseline environment

### **12.7.1. Methodology of Stakeholders Consultation**

Different techniques of consultation with stakeholders were used during project preparation, viz., in-depth interviews, public meetings, group discussions etc. to understand the socio-economic profile of the community and the affected families, baseline environment, environmental/social concerns etc. A two-fold Stakeholder Consultation Meeting (SCM) was carried out simultaneously during the social review. In this regard, the SCMs were conducted firstly with both the primary and secondary stakeholders and later, affected persons within the occupation and gender-based groups were consulted through Focused Group Discussions (FGD). The Focused Group Discussions (FGD) were carried out with different group at the proposed EZ area. PwC personnel discussed about the future developments and benefits to the community due to the development of the EZ. The FGD was carried out in presence of local populace, potential PAPs and local elites. The details of attendees have been mentioned in **Annexure 20**.

### **12.7.2. Level of Consultations**

The Focused Group Discussions (FGD) were carried out with different group at the proposed EZ area on 7-03-2020 to 8-03-2020 and consultations with institutional stakeholders were carried out on 24-7-2019. The FGD was carried out in presence of local farmers, Business group, local elites, youth group and women group. The details of the Focused Group Discussions are furnished below. The record of attendees for the FGDs has been attached in **Annexure -20**.

Table 120: Types of consultations

<b>Level</b>	<b>Type</b>	<b>Key Participants</b>
<b>Institutional</b>	Stakeholder Meeting	Various Govt. Officials
<b>Community</b>	Focused Group Discussion	PAP, marginalized people

### **12.7.3. Institutional Stakeholders Consultation**

Date of Meeting: 18 July 2019

**Location of Meeting:** Upazila Nirbahi Officer’s Office, Araihaazar, Narayangonj

Officials Met:

Name of Person	Designation	Contact Details	Date of Consultation
Mr. Mozahidur Rahman Sarker	Chairman, Araihaazar Upazila	01711006300	18 July 2019
Mr. Uzzal Hossain	AC Land and Executive Magistrate	01719251189	18 July 2019
KM Alamgir	Upazila Madhyomic Educational Officer	01716091707	18 July 2019
Ms Lutfunnahar Beagum	Upazila Family Planning Officer	01712056717	18 July 2019
Mr Ragu nath Shaha	Upazila Agricultural Officer	01717302527	18 July 2019
Dr. Abu kawser	Upazila Livestock Officer	01711969997	18 July 2019
Mr. Anisuzzaman	Upazila Sr. Fisheries Officer	01784135000	18 July 2019
Mr. Zillur Rahman	Surveyor, Upazila Land Office	01715295828	18 July 2019
Mr Anwar Hossain	Union Land Sub-Assistant Officer, Satgram Union	01988349119	18 July 2019
Eng. Nasir Uddin	Upazila Engineer, LGED	01708161375	18 July 2019

### Salient Points of Discussion

At the onset, the officials from Upazila Nirbahi Office, Araihaazar welcomed the idea of developing economic zone in the region and country by BEZA and expressed their consent on the same. They were of the belief that an Economic Zone in Araihaazar would bring in employment opportunities and prosperity in the region. The officers extended cooperation in identifying the proposed EZ site and nearby features. Discussions were held on various developmental aspects of the proposed EZ like land acquisition status, utilities, rehabilitations and resettlement issues, etc. The discussion was concluded by a visit to the project site and nearby sub-station to gain an on-ground understanding of the various issues. Some of the key features discussed were as follows:

- It was understood that the site area is 1010 acres and is presently being used by local community for seasonal agriculture. The proposed land parcel is spread across three Mouza's (Pachrukhi Mouza 455.00 acres, Pachgaon mouza 164.74 acres, Duptara mouza 390.24 acres) in Araihaazar Upazila.
- Nearest trunk connectivity for this project site is Dhaka-Sylhet Highway (N2), which is at a distance of 350 m from the project site. N2 connects the project site with Dhaka (35 km), the capital city. These roads are currently in good condition and can support movement of heavy vehicles.
- Water availability is not an issue near the site as there are river channels which flow near the site location and ground water is available at a depth of 850-900 feet approximately from natural ground level. There exists a possibility of sourcing water from the Meghna River (20 km) or from the channel of Brahmaputra River which passes through the site.
- Although there is a 132/33 KV grid substation in Saoghat of 200 MVA capacity, which is 3 km from the site located along Dhaka-Sylhet highway (N2), with surplus capacity of 40 MVA. It is imperative to have a separate sub-station and captive power plants within the EZ to cater to the demand for power.
- There is an existing gas pipeline from Habiganj to Dhaka, which crosses the site and the nearest gas station is Titas Gas which is in Narayangonj (35km).



### 12.7.4. Focused Group Discussions (FGD)

The Focused Group Discussions (FGD) were carried out with different group at the proposed EZ area on 14-11-2020. PWC personnel discussed about the future developments and benefits to the community due to the development of the EZ. The FGD was carried out in presence of local farmers, local elites, youth group and women group. Locals from very adjacent villages i.e. Char Lakkhipur and Jhao KandiKhasier Haor, participated in the discussion. The details of the Focused Group Discussions are furnished below. The record of attendees has been attached in Annexure-20.

*Table 121: Details of Focus Group Discussions*

**Location:** Char Lakkhipur and Jhao Kandi Villages, Kalapaharia Union, Araihasar Upazila, Narayanganj District

**Date:** 14<sup>th</sup> November 2020

Relevant Stakeholders	Issues	Suggestion/Demand from participants	Remarks
Affected Farmers, Landowners, Social Elites, youth group (20 persons)	<ul style="list-style-type: none"> <li>Loss of livelihood</li> <li>Loss of Agricultural Land</li> <li>Land Price</li> </ul>	<ul style="list-style-type: none"> <li><i>The agricultural land is the major livelihood source and employment generation option for the inhabitants especially farmers group. Therefore, without making arrangement for employment of these people, agricultural land should not be acquired for EZ. An estimated 300 PAFs are to be economically displaced by the project.</i></li> <li><i>Acquisition of cultivable agricultural land should be avoided for the development of economic zone. The economic zone needs to be developed over barren land. If government acquires cultivatable land compensation for land as well as loss of income should be provided.</i></li> </ul>	<p><i>Employment should be given to the PAPs from the early stage of site development so that they are not economically deprived/become jobless.</i></p> <ul style="list-style-type: none"> <li><i>Compensation for standing crops, loss of agricultural land as well as land should be determined through a detailed RAP study and provided to the PAPs.</i></li> </ul>

	<ul style="list-style-type: none"> <li>• Lack of skill for employment in EZ</li> <li>• Concerns over pollution</li> <li>• Priority for local manpower</li> <li>• Loss of grazing land</li> </ul>	<ul style="list-style-type: none"> <li>• <b><i>The land prices as per Sub-Registrar is low in Kalapaharia Mouza as per locals. The market prices for the land is much higher. Participants demanded compensation as per replacement value of land.</i></b></li> <li>• <b><i>The participants are expressed concerns that the project affected farmers and their dependents may not have the skills required to be employed in the industries to be established in the EZ.</i></b></li> <li>• <b><i>The younger participants expressed concerns over air, water and noise pollution in the industries.</i></b></li> <li>• Youth group noted that the project affected youths should be</li> </ul>	<ul style="list-style-type: none"> <li>• <b><i>A CMP study should be carried out to assess the market value of the land. The differential in price should be paid by the project proponent as additional compensation.</i></b></li> <li>• Vocational programs targeted at the industries envisaged in the EZ should be developed and PAPs should be trained.</li> <li>• Appropriate mitigation measures to be taken to limit pollution to acceptable standards.</li> <li>• Locals should be given priority for employment in the EZ.</li> <li>• Alternate grazing land to be identified by the project.</li> </ul>
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		<p>prioritized for employment opportunities.</p> <ul style="list-style-type: none"> <li>• <b>The land for the EZ is currently used by nearby villages as grazing land. More than 1000 cattle (mostly cows) graze on the land. The villages will lose grazing land as a result, cattle rearing may decline.</b></li> </ul>	
<p><i>Project Affected structure owners, local Women Group</i></p> <p><b>10 Participants)</b></p>	<ul style="list-style-type: none"> <li>• Ensure place of residence</li> <li>• Equal opportunity of the employment</li> <li>• Loss of employment</li> <li>• Skills training to enhance the competency and priority for employment</li> </ul>	<ul style="list-style-type: none"> <li>• There are some 6 residential household (tin-shed) near the northern border of the project site. It would not be right to evict without setting the place of residence, they raised concerns in the meeting. They have demanded residential options in the area.</li> <li>• There should be sufficient opportunity for women's employment for the development of the EZ. There should be equal opportunity for women as well as men.</li> <li>• Apart from men, women also participate in farming and business which is economically profitable. If these private and govt. lands are acquired, these women stand to lose working opportunities.</li> <li>• The skill training should focus on soft skills development, community-oriented courses, craftsman training (for semi-skilled opportunities). The training system should lead to train young people as well as women in employable skills who are open to immediate employment opportunities.</li> </ul>	<p><b>Relocation assistance, including development plots in their own or public lands, to be arranged by authority.</b></p> <p>Women to be provided with equal opportunities.</p> <p>No gender biased decision should be made.</p> <ul style="list-style-type: none"> <li>• Vocational programs targeted at the industries envisaged in the EZ should be developed and</li> </ul>

	<ul style="list-style-type: none"> <li>• Ensure Family security</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure safety and security of the people especially the women considering the large influx of migrants during the construction activities of EZ.</li> </ul>	<p>PAPs should be trained.</p> <ul style="list-style-type: none"> <li>• Priority should be given for employment to the local youth and women groups particularly those affected by the project.</li> </ul> <p>Project Authority should ensure safety and security especially for the women during construction phase.</p>
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Source: FGD at site

### Summary of Key Environmental Impacts

- Proposed site is surrounded by Meghna River. The surface water system may get contaminated due to surface runoff/effluent discharge if proper mitigation measure is not taken. This also pose a threat to the associated biodiversity dependent on the habitat.
- Impact due to dredging from Meghna River: It may cause erosion of riverbank, bottom disturbance, impact on habitat of fish, benthos and other aquatic fauna
- The development of the project would cause direct impact on about 1449 PAPs (about 300 PAFs), in terms of loss of private and cultivable lands.
- Pollution: Likely impact on neighbouring settlements (located towards Northern and Eastern Side) due to noise generation, Air emission and effluent discharge during construction/operation stage if proper mitigation measure not taken

## 12.8. Environmental Management Plan and Monitoring Indicator

The environmental impacts associated with any development project are eliminated or minimized to an acceptable level through development of appropriate mitigation measures based on most suitable techno-economic options. The Environmental Management Plan (EMP) is a well-established tool to ensure effective implementation of the recommended mitigations measures throughout the subsequent project development stages. The EMP also ensures that the positive impacts are conserved and enhanced. An EMP provides location and time specific actions to be taken with defined responsibility.

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## **12.8.1. Institutional Arrangement**

BEZA has developed Environmental Social Management Framework (ESMF<sup>210</sup>) with the help of World Bank. The institutional arrangement of EZ shall be aligned as per this framework. Proposed EZ will have an Environmental and social cell which will coordinate with site engineers and Project Monitoring Consultant (PMC).

### **Overall Project Implementation Arrangements**

The overall management of the project will be carried out for EZ is the project implementing unit (PIU).

### **Institutional Set Up for Environment Management**

The institutional arrangements for the implementation of various aspects of ESMF and environment management of the proposed project envisaged to be implemented as part of the Private Sector Development and Support Project (PSDSP) comprise the following.

- Project Environment Cell (PEC) at PIU to ensure adequate integration of environment management measures in the design phase and supervise implementation of ESMF and specific requirements of EMP
- Environment Management Unit (EMU) at EZ to implement EMP and other regulatory requirements during construction & operation phase of EZ.

### **Project Environment Management Cell (PEC) at PIU**

The Project Implementation Unit (PIU) will establish a Project Environmental Cell (PEC) headed by a 'Manager – Environment' and supported by environmental engineers. The PEC will function to:

- Supervise implementation of ESMF throughout project implementation period;
- Ensure integration of the EA and the EMP measures into the sub-project design and implementation plans such as contract documents, maintenance contracts, tenant lease agreements, etc.
- Supervise the implementation of the mitigation measures by the Master developers / Contractors;
- Assist the engineering staff and other PIU staff in addressing environmental issues during planning, design and implementation of the sub-projects;
- Prepare periodic progress reports on the implementation of the EMP throughout the project period.

### **Environment Management Unit (EMU)**

In order to implement various environmental management measures at EZ, the master developer / contractor / operator will set up an Environment Management Unit (EMU). The EMU will consist of environmental engineers with relevant experience on environmental issues associated with EZ. The EMU will function all through construction and operation phase of the EZ and perform the following functions.

- Identify regulatory requirements of the sub-project and initiate necessary actions / studies to ensure compliance to the same;
- Co-ordinate with DoE and PIU and ensure securing SCC and ECC as applicable for the project(s);
- Co-ordinate with the technical professionals of contractors / sub-contractors and all other agencies involved in the development and operation of EZ / EPZ and ensure that all the requirements of EMP are fully complied;
- Ensure that all the common environmental infrastructure in EZ / EPZ is operated and maintained in compliance with the regulatory requirements of GoB;
- Liaise with individual enterprise/tenants and ensure that all environmental management conditions of the tenant lease agreement are fully complied;
- Prepare regular reports on environment management and submit to PIU/GoB.

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<sup>210</sup> <http://www.beza.gov.bd/wp-content/uploads/2015/10/ESMF-of-BEZA.pdf>

## 12.8.2. Monitoring Indicators

The physical, biological and social components which are of particular significance to the proposed project are listed below:

- Air quality
- Water quality
- Noise levels
- Soil quality
- Solid & Hazardous Waste Management
- Plantation success / survival rate
- Soil Erosion
- Siltation
- Contamination of area surrounding to the project site
- Record of accidents
- Recorded public grievance

These indicators will be evaluated periodically based on the monitoring results, baseline conditions, predicted impacts and mitigation measures.

## 12.8.3. Monitoring Plan

The objective of environmental monitoring during the preconstruction, construction and operation phases is to compare the monitored data against the baseline condition collected during the study period to assess the effectiveness of the mitigation measures and the protection of the surrounding environment based on national standards. A monitoring schedule has been sketched based on the environmental components that may be affected during the various phases of the project and is given in the table below.

Table 122: Environmental Monitoring Plan

S. No.	Aspect	Source of Impact	Monitoring Methods and Parameters	Frequency	Executing Agency	Enforcement Agency
1.0	<b>Preconstruction and Construction Phase</b>					
1.1	Local Manpower Absorption	Construction Works	Contractor's report No. of people working in the project	Monthly	Contractor	BEZA & PMC
1.2	Soil Erosion	Excavation, disposal, cut & fill and site preparation activities for site levelling and internal roads, disposal	Survey & observation; Extent and degree of erosion; Structures for controlling soil erosion	Monthly	Contractor	BEZA & PMC
1.3	Greenbelt Development; Ecology & Biodiversity	-	Survival rate of species planted; Density of vegetation; Species richness, biodiversity	Half Yearly	Contractor	BEZA & PMC
1.4	Air Quality	Transportation of construction materials, road construction, construction of utilities	Survey & observations; Levels of PM <sub>10</sub> , PM <sub>2.5</sub> , SO <sub>2</sub> , NO <sub>x</sub> , CO	Quarterly for two weeks at suitable locations	Contractor	BEZA & PMC

S. No.	Aspect	Source of Impact	Monitoring Methods and Parameters	Frequency	Executing Agency	Enforcement Agency
1.5	Waste Management	Restoration of disposal sites and construction areas	Status of protection measures	Quarterly	Contractors	BEZA & PMC
1.6	Noise Level	Noise levels compliance with respect to industrial standards	Ambient Equivalent continuous Sound Pressure Levels (Leq) at day and Night time	Quarterly at suitable locations	Contractors	BEZA & PMC
1.7	Drinking Water	Contamination due to seepage	All physio-chemical & biological parameters	Monthly	Contractor	BEZA & PMC
1.8	Inland surface Water	Transportation of construction materials, various construction works, runoff from camp	All physio-chemical & biological parameters	Quarterly at suitable locations	Contractor	BEZA & PMC
2.0	<b>Operation Phase</b>					
2.1	Noise Levels	Noise levels compliance with respect to industrial standards	Ambient Equivalent continuous Sound Pressure Levels (Leq) at day and Night time	Quarterly at suitable locations	BEZA	BEZA
			Plant periphery and near noise generation sources	Monthly	Individual Industrial Units	BEZA
2.2	Biological Environment	Horticulture/ Greenbelt Development	Survival rate of plants and shrubs	Quarterly	BEZA	BEZA
			Survival rate of plants and shrubs at individual unit	Quarterly	Individual unit	BEZA
2.3	Ambient air quality	Ambient air quality levels compliance with respect to industrial standards	Ambient air quality monitoring at individual industries – Monitor levels of PM <sub>10</sub> , PM <sub>2.5</sub> , SO <sub>2</sub> , NOx, CO	Monthly	Individual Industrial Units	BEZA
				Quarterly	BEZA	BEZA
2.4	Ground /Drinking water quality	water quality levels compliance with respect to industrial standards	Bore-wells installed/ Drinking water source at site (All physio-chemical & biological parameters)	Monthly	Individual Industrial Units/BEZA	BEZA
				Quarterly	BEZA	BEZA
2.5	Inland Surface water quality	To cross check accidental contamination	Nearby surface water resource (All physio-chemical & biological parameters)	Quarterly	BEZA	BEZA
2.6	Soil Erosion	River	Survey & observation;	Monthly	BEZA	BEZA
2.7	Ecology & Biodiversity	Neighbouring Aquatic and	Biodiversity, Species richness	Half yearly	BEZA	BEZA

S. No.	Aspect	Source of Impact	Monitoring Methods and Parameters	Frequency	Executing Agency	Enforcement Agency
		Terrestrial Ecosystem				

Source: PwC Analysis

### 12.8.4. Community development plan

It is recommended the EZ owners to involve the local community during the project development. The EZ owner/its contractors may recruit local workforce to the extent possible during construction phase. The EZ owner would identify technically qualified unemployed youth around the project location and other nearby areas and employ as far as practical. The EZ owner should form a forum/ association/ trust along with its industrial units to look after community development activities of EZ. All the industrial units should periodically contribute to this Trust. The Trust would represent EZ and its industries for all matters related to community and its development. This would act as interface between EZ and community. The Trust should encourage its industrial units to recruit local unemployed youth in the jobs during operational phase. For this if required arrange training for the local people to develop skilled manpower required if sufficient skilled manpower is not available to carry out technical work in the industrial units during operational phase.

The Trust will organize a community advisory group involving local representatives, representatives from EZ industries and neighboring industries; that would help them in finding ways to participate with its neighbors in addressing socio-economic concerns. With the advice of its community advisory panel, local officials, and other key individuals and groups, the trust along with its constituent industries may sponsor appropriate programs and projects to benefit its community as a whole.

Some specific community development programs that could be considered by the Trust in coordination with other industries in the locality are suggested here:

- Conducting awareness programs in surrounding villages on health impacts due to environmental pollution (air, noise, water, solid waste, etc.), and precautions to be taken to minimize health impacts.
- Conducting periodic health check-ups to the EZ (including industries) staff and in the surrounding villages to identify pollution related diseases.
- Encouragement to residents in the nearby localities for self-employment ventures, such as by assisting them in arranging micro finances to develop them as artisans/ skilled personnel.
- Periodic training programs on health and sanitary education, women and child development, and income generation schemes.
- Participation in improving the existing medical and educational facilities of the area - for this purpose, it is suggested that the Trust provide funds for facilities improvement (providing toilets, furniture, additional space creation, any other needed) to the local hospitals and schools
- Development of greenbelt/greenery or tree plantation in the nearby vacant government lands to build a green and clean environment in the surrounding areas and to reduce pollution impacts to some extent.
- Sponsoring fellowships to students in surrounding villages to encourage them to go for higher education
- Construction of health facility in collaboration with other industries to improve health status
- Conduct or sponsor camps to clean up river ghats in the surrounding areas.

### 12.8.5. Compensation Plan

For the development of EZ, the authority of BEZA proposes to acquire 413.02 acres of land, out of which the private land and government land acquisition is for 157.86 acres and 255.16 acres respectively. According to local



consultation meeting, about 1449 PAPs (about 300 PAFs) would be directly and indirectly affected as a result of development of this project. Hence proper compensation based on present market rates to be provided to the PAPs. Based on stakeholder consultation meeting, the total number of project affected persons (PAPs) are more than 1449 (directly and indirectly); thus a Resettlement Action Plan needs to be prepared.

### **12.8.6. Emergency Preparedness Plan (Contingency Plan)**

In order to be in a state of readiness to face adverse effects of accidents, an emergency preparedness plan is required to be prepared which includes on-site and off-site emergency plan by the individual industry and industrial estate.

The Emergency Preparedness Plan will have the following minimal components:

- Accidents preventions procedures/ measures
- Fire prevention planning and measures
- Fire water storage and foam system
- Accident/emergency response planning procedure
- Grievance redressal mechanism
- Emergency control centre
- Emergency information system with role & responsibility and command structure
- Recovery procedure
- Assessment of damages and rectification
- Evaluation of functioning of disaster management plan
- Accident investigation
- Clean-up and restoration

### **12.9. Cost of EMP**

The cost of EMP given here includes only that for the CETP, Environmental Monitoring, Audit and greenbelt development. The costs are approximate and need calibration at the time of detailed design and estimation stage.

Table 123: Cost for EMP Implementation

<b>Araihazar EZ</b>			
<b>S. No</b>	<b>Components</b>	<b>Unit Cost (Tk)</b>	<b>Cost (Tk.)</b>
<b>A</b>	<b>Fixed Cost</b>		
<b>A.1.</b>	<b>Construction Phase (4 Years)</b>		
A.1.1.	PPEs for staffs of Project Proponent	100,000/year	400000
A.1.2.	CETP construction	To be covered under engineering cost	-

A.1.3.	Environmental Monitoring (Quarterly) from site and surrounding area  Ambient Air Ambient Noise Surface Water Ground/Drinking Water Soil Quality	400000/Quarter	6400000
A.1.4.	Greenbelt Development at suitable locations	60000/ Acre/Year	12072000
A.1.5.	Environmental Audit (Half Yearly)	100000/study	800000
A.1.6.	Environmental Specialist - Full Time : 2 Nos	1200000/year/person	9600000
A.1.7.	Social Analyst- Full Time: 2 Nos	1000000/year	8000000
A.1.8.	occupational health specialist and a safety specialist- Full Time : 2 Nos	900000/year/person	7200000
A.1.8.	Biodiversity Assessment (twice in a year)	500000/study	4000000
<b>A.2.</b>	Fund for proposed community development activities	Lumpsum	10000000
	<b>Total Fixed Cost (BDT)</b>		<b>58472000</b>
<b>B</b>	<b>Recurring Cost (Yearly)</b>		
<b>B.1.</b>	<b>Operation Phase (per year)</b>		
B.1.1.	PPEs for staffs of Project Proponent	150,000/year	150000
B.1.2.	Solid waste bins for common areas	150,000/year	150,000
B.1.3.	CETP operation	To be covered under project cost	-
B.1.4.	Environmental Monitoring (Quarterly) from site and surrounding area  Ambient Air Ambient Noise Surface Water Ground/Drinking Water Soil Quality	500000/Quarter	2000000
B.1.5.	Maintenance of Green Belt	Lumpsum	1207200
B.1.6.	Environmental Audit (Half Yearly)	200000/half	400000
B.1.7.	Environmental Specialist - Full Time : 2 Nos	1400000/year/person	2800000
B.1.8.	Social Analyst- Full Time : 2 Nos	1100000/year	2200000
B.1.9.	occupational health specialist and a safety specialist- Full Time : 2 Nos	1000000/year	2000000
B.1.10.	CETP In charge : 2 Nos	700000/year	1400000
B.1.12	Biodiversity Assessment (twice in a year)	600000/study	1200000
	<b>Total Yearly Recurring Cost (BDT)</b>		<b>13507200</b>

Note: The costs are approximate and need calibration at the time of detailed design and estimation stage

\* Monitoring/Mitigation cost at individual industry level has not been covered

\*\* If there is need of any specific mitigation according to environmental audit/conditions stipulated by regulatory authority for Construction/Operation phase, the cost for the same will be additional

Source: PwC analysis

## **12.10. Conclusion and Recommendation**

Environmental review indicates that the overall the impacts from preconstruction, construction and operation phase have limited adverse environmental impacts, and can be readily addressed through wise mitigation measures as suggested. BEZA will invest in land and related off-site infrastructure development so as to make zone accessible and resourceful. Thereafter economic zone development will be responsibility of private developers. The off-site facilities proposed to be developed by BEZA including development of administration building, boundary wall, electrical supply, and access road. The project falls under Red category as per ECA, 1995 and requires prior environment clearance from DoE, Bangladesh.

The recommendations made for the project development on the basis of Environmental and Social Review study are given below:

- A detailed Environmental and Social impact assessment should be carried out by BEZA prior to any site preparation/construction activity and prior environment clearance certificate from DoE, Bangladesh should be taken. Separate environment impact assessment study must be carried out by developer for whole zone before developing the EZ
- Construction activities for the development of project should be started after obtaining environment clearance certificate from DoE, Bangladesh
- Proposed environment management plan should be implemented strictly during preconstruction, construction and operation phase of the project.
- Green area development should be carried out
- Provision of garland drain, thick green belt, ETP, segregated storm water shall be adhered to
- Environmental monitoring should be conducted as suggested in environment management plan
- River Embankment protection activity should be taken up along Meghna River.

# 13. Financial Modelling

## 13.1. Purpose and Objectives

Establishing of economic zone regime in Bangladesh is an effort by the GoB to boost manufacturing activity and employment in the country. BEZA intends to attract manufacturers who are interested in setting up manufacturing plants in Bangladesh through development of plug and play infrastructure, industrial land, supply of utilities (water, power and gas), transport connectivity and business friendly policies.

However, in order to develop the infrastructure, it is paramount to understand the financial costs involved in developing such infrastructure and the expected returns that could be expected from operating economic zones. This chapter evaluate the financial feasibility of developing the proposed economic zone which has been determined based on net financial benefits under different scenarios (conservative, base and aggressive) of land uptake in the proposed EZ and level of cash flows accruing to the developer. The rate of land uptake has been captured in the demand forecasting chapter of this report.

This financial model takes into cognizance two scenarios viz. (i) **BEZA is the master developer of the project – Case 1** and (ii) **PPP developer develops the project where BEZA plays the role of regulator – Case 2.**

First scenario considers that BEZA is responsible for land acquisition, resettlement and rehabilitation, and infrastructure developments at the proposed EZ and in turn leasing out industrial space, specialized infrastructure space to private tenants. The major sources of revenue accruing to BEZA has been considered from (1) upfront fees or annual rental for land uptake and (2) mark-up on utility (power, water, gas) provided to manufacturers, (3) service fees/conservancy fees from the EZ. In addition to the capital expenditure for developing this project, BEZA also needs to incur operational expenditure towards operation and maintenance (O&M) of this project.

Second scenario considers that BEZA (as regulator of the project) is responsible for land acquisition, resettlement and rehabilitation, and off-site infrastructure developments at the proposed EZ as a condition precedent. The PPP developer is mandated to develop and maintain the on-site infrastructure and subsequently earn revenue through leasing of industrial/ specialized infrastructure space at the proposed EZ.

This model is developed to analyze revenues generating sources and consequently Project Internal Rate of Return (PIRR), Equity Internal Rate of Return (EIRR), Debt Service Coverage Ratio (DSCR), and Net Present Value (NPV) for both the scenarios.

## 13.2. Methodology of Financial Modelling

The financial model created takes into consideration financial return to BEZA (when BEZA is responsible for the following activities as the regulator and master developer of the project) and the PPP developer (when the PPP developer is responsible for the onsite infrastructure construction and O&M of the project). For the first scenario where BEZA is the master developer, the functionality of this financial modelling is same as the prevailing models of development followed in Economic Zones such as Bangabandhu Sheikh Mujib Industrial City (Mirsarai EZ), Feni, Jamalpur EZ 1, Shreehatta and Maheshkhali (Dhaulghata).

Table 124: Responsibilities of BEZA and PPP developer in different financial models

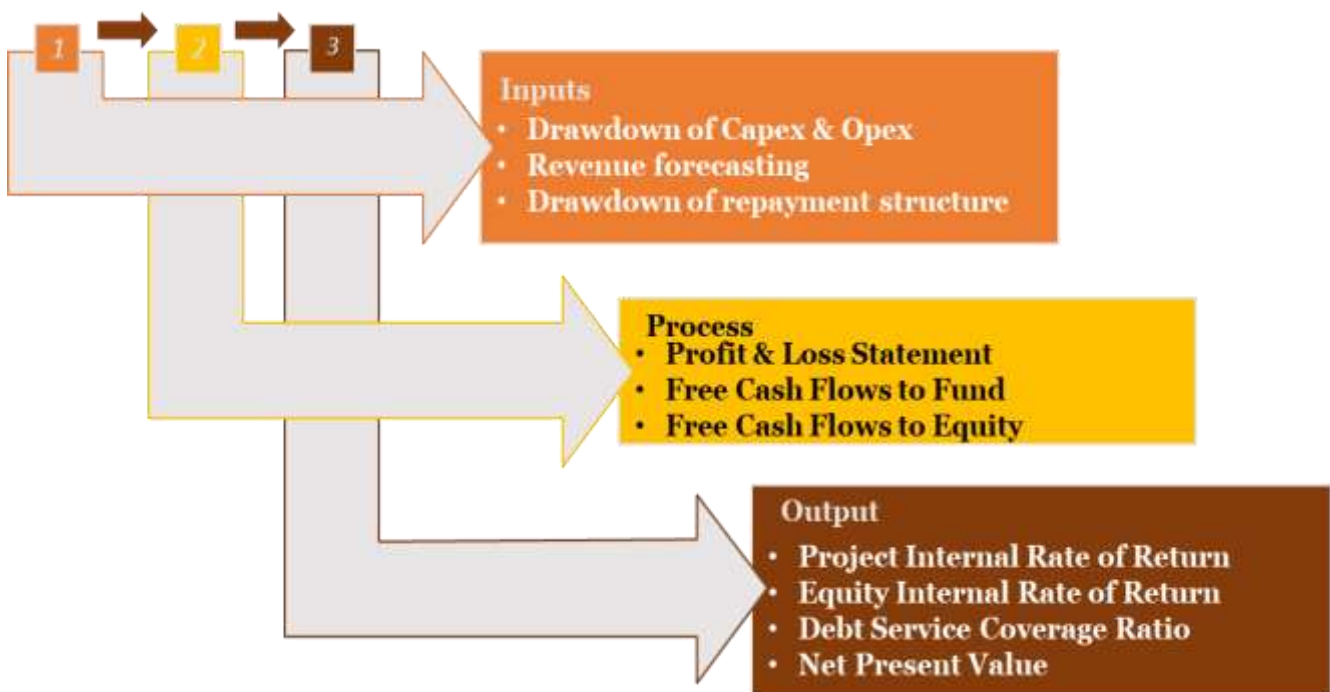
Aspects	Responsibilities of BEZA/ PPP Developer
Land acquisition and ownership	BEZA would acquire the land parcel and allocate the same to tenants (industrial & specialized infrastructure) on leasehold basis for a period of 50 years and extendable on mutual consent basis

Aspects	Responsibilities of BEZA/ PPP Developer
Resettlement & Rehabilitation	BEZA would be responsible for resettlement and rehabilitation activities for all social incumbencies prevailing within the proposed EZ
Infrastructure development (Business as usual scenario)	Development of off-site and on-site infrastructure components is the responsibility of BEZA as condition precedent. In case of PPP project, the private developer is responsible for developing the on-site infrastructure
Financing	Responsibility of BEZA (for BEZA model) and it is the responsibility of the PPP developer for the PPP model
O&M	Responsibility of BEZA (for BEZA model) and it is the responsibility of the PPP developer for the PPP model

Source: PwC analysis

To have a robust model in place, an exhaustive list of assumptions has been developed which duly indicates all the inputs considered for determining the expected return on the investment. Consent has been obtained from BEZA officers about these assumptions. A graphical diagram depicting the functionalities of financial model is shown below.

Figure 94: Process flow of Financial Model



Source: PwC Analysis

### **Inputs**

A yearly model has been developed to depict the Capex (cost of land acquisition, infrastructure, EMP, pre-operations) and Opex expenses along with debt (both commercial borrowing and concessional loan) drawdown structure, in order to have a granular insight into the capital cash outflows. Revenue Forecasting has been done on an annual basis to understand the cash inflows accruing to BEZA or the PPP developer through lease of industrial land, land for specialized infrastructure (real estate, logistics etc.), surcharge on supply of utility services (like water, power, gas and water treatment), and EZ service fees.

## **Process**

Considering the expenses and revenue sources above, pro-forma income statements have been calculated which captures the profits/loss and cash flows accruing to BEZA or the PPP developer. This process forms the backbone of the financial model which is used to determine the returns to BEZA or the PPP developer.

## **Outputs**

BEZA being the Government nodal agency mandated for development of economic zones in Bangladesh, is concerned with the PIRR i.e. the overall returns accruing from the project and not on parameters such as equity IRR, Debt Service Coverage Ratio (DSCR); whereas the PPP developer is concerned with various ratios such as PIRR, EIRR, and DSCR

Thus, as a measure of calculating returns to BEZA on its investment in this project, parameters that have been considered are Rate of Return to providers of capital (debt + equity) i.e. project IRR.

Three scenarios (viz. conservative, base and aggressive) have been considered in this model based on the anticipated occupancy (land demand uptake) of the proposed economic zone in order to make provision for a dynamic investment climate. The land uptake in an industrial project are highly impacted by the country's and regional economic growth. These scenarios could occur due to trickledown effect of the changing economic context on macro and micro level. These scenarios would assist BEZA in assessing the range of expected return that it could anticipate through its investment in the proposed EZ.

Aggressive case assumes macro-economic conditions of Bangladesh and the region are improving; macro level economic conditions are improving; land uptake rate will be higher than the anticipated demand. Base case assumes macro-economic conditions of Bangladesh and the region are showing steady trend and behaving as expected; land uptake will be as per anticipated demand. Conservative case considers macro-economic conditions of Bangladesh and the region are showing declining trend; land uptake rate will be lower than the anticipated demand.

## **The broad level commercial aspects considered while developing the model for the scenario where BEZA plays the role of the master developer i.e. Case 1 are –**

- BEZA would be responsible for financing, constructing infrastructure for the proposed EZ and subsequently the Operation and Maintenance.
- Cost of land acquisition is the prerogative of BEZA.
- Construction of the infrastructure of the proposed EZ is the prerogative of BEZA
- The project would be financed by BEZA's own equity and loans from commercial lenders & financial institutions (i.e. concessional loan).
- Marketing of the industrial plot will be done by BEZA.
- BEZA will enter into lease agreement with the industrial units/specialised infrastructure units. These units will be the end users/tenants at the plots in economic zone.
- Complete ownership of the land demarcated for this project belongs to BEZA. The private tenants who would be allocated land parcels towards industrial and specialised infrastructure space in the EZ would be required to pay BEZA as per the following:
  - Upfront fees OR Annual Land Lease premium
  - Mark-up on Utilities (power, water, gas, and water and effluent treatment)
  - EZ Conservancy/Service fees

## **Similarly, the commercial aspects considered when a PPP developer is assigned by BEZA to develop the project i.e. Case 2 are -**

- The PPP developer would be responsible for financing, constructing on-site infrastructure for the proposed EZ and subsequently the Operation and Maintenance.

- Cost of land acquisition and construction of off-site infrastructure should be the prerogative of BEZA as per conditions precedent.
- Construction of the on-site infrastructure of the proposed EZ is the prerogative of the PPP developer
- The project would be financed by PPP developer's own equity and loans from commercial lenders & financial institutions (i.e. concessional loan).
- Marketing of the industrial plot will be done by the PPP developer.
- The PPP developer will enter into lease agreement with the industrial units/specialised infrastructure units. These units will be used by the end users/tenants at the plots in economic zone.
- Complete ownership of the land demarcated for this project belongs to BEZA which will be transferred to the PPP developer on lease hold basis. The private tenants who would be sub-leased the land parcels towards industrial and specialised infrastructure space in the EZ would be required to pay the PPP developer as per the following:
  - Annual Land Lease premium
  - Mark-up on Utilities (power, water, gas, and water and effluent treatment)
  - EZ Conservancy/Service fees

Assumptions in the financial model is captured in the next section.

### **13.3. Assumptions, Inputs and Variables**

In this section, the key assumptions used in developing the financial model (to assess the financial viability of the proposed project) have been elucidated.

#### **13.3.1. Timing Assumptions**

The proposed EZ is spread over an area of ~413 acres. Considering the fact that this project it has been assumed that in the coming one year (i.e. till Dec 2021) BEZA shall complete all the regulatory activities pertaining to the approval of the project. As per market assessment it is anticipated that demand for industrial land will reach the level to support the development only by 2028, construction activities can begin from 2026. Hence, the model start date has been assumed from 1<sup>st</sup> July 2025 in case BEZA is acting as developer. In case PPP route is opted for the project starting date is considered to be 1<sup>st</sup> July 2026. A 50 years model tenure has been considered. Following table captures the timing assumptions for this project.

Table 125: Timing related assumptions

S. No.	Details	Assumptions
1	Start date	<ul style="list-style-type: none"> <li>• 1st July 2025 (financial year 2026) when BEZA develops the project</li> <li>• 1st July 2026 (financial year 2027) when PPP developer develops the project</li> </ul>
2	Land acquisition activities	<ul style="list-style-type: none"> <li>• 2025-2026 (2 years<sup>211</sup>) (financial year)</li> </ul>
4	Infrastructure developments	<ul style="list-style-type: none"> <li>• 2026-2029 (4 years; financial year) when BEZA develops the project</li> </ul>

<sup>211</sup> As per Market intelligence and discussion with BEZA officials; entire land parcel for proposed EZ i.e 304.07 acres are private owned land and needs to be acquired.

S. No.	Details	Assumptions
		<ul style="list-style-type: none"> <li>2027-2029 (3 years; financial year) when PPP developer develops the project</li> </ul>
5	Start of operations	<ul style="list-style-type: none"> <li>1st July 2027 (financial year 2028)</li> </ul>
6	Model end date	<ul style="list-style-type: none"> <li>30th June 2075 (financial year 2075) when BEZA develops the project</li> <li>30th June 2076 (financial year 2076) when PPP developer develops the project</li> </ul>

Source: PwC Analysis

Considering the development trends and land acquisition related aspects in Bangladesh, above stated assumptions have been taken on the conservative side.

### 13.3.2. Land Use Pattern

In the earlier chapters, based on the prevailing infrastructure, best practice master planning has been formulated. In line with the same, following table elaborates the land use pattern for the proposed EZ.

Table 126: Land use pattern

S. No.	Details	Land Use (in Acres)
1	Industrial Space	<b>276.16</b>
2	Public and support amenities	<b>12.84</b>
3	Non processing area (utility, road, green and open space, admin and custom block and support amenity)	<b>123.99</b>
	<b>Total</b>	<b>413.00</b>

Source: MACE analysis

An area of 15 acres has been considered for construction of SFB in case of the PPP developer developing the project.

### 13.3.3. Revenue Assumptions

In case of BEZA being the master developer of the project i.e. Case 1, it will earn revenues through land leasing, mark-up on utilities and EZ service fees. The main revenue source for BEZA includes- (i) revenue from upfront fees OR annual land lease premium for industrial space (i.e. industrial land), (ii) revenue from mark-up of utilities (water, power, gas, water and effluent treatment), and (iii) EZ Conservancy/Service Fees.

Similarly, as per Case 2, where the PPP developer comes onboard, it will also have the same revenue sources except for the revenues accrued due to payment of upfront fees for industrial or specialised infrastructure land. In addition, revenue accrued due to Standard Factory Buildings will also be a source in this case.



## Assumptions for revenue generating from industrial and specialized infrastructure space

BEZA as a regulator is in process of allocating land plots to industrial and infrastructure tenants in different Government owned EZs such as Bangabandhu Sheikh Mujib Industrial City (Mirsarai EZ), Feni, Jamalpur EZ 1, Shreehatta and Maheshkhali (Dhaulghata). The following table elaborates the tariff rates for direct allotment of space in these EZs.

Table 127: Land Tariff at Government owned EZs in Bangladesh

S. No.	Mode of Payment	Category of Land	Annual Rent per sq. m (USD)	Contract Period	Total Rent per sq. m. (USD)
<b>Land tariff prevalent at Mirsarai EZ</b>					
1	Onetime payment (Upfront fees)	Developed	<b>0.60</b>	<b>50</b>	<b>30.00</b>
2		Undeveloped	<b>0.30</b>	<b>50</b>	<b>15.00</b>
3		Specialized infrastructure	<b>0.345</b>	<b>50</b>	<b>17.25</b>
4	Annual rent basis	Developed	<b>1.50</b>	<b>50</b>	-
5		Undeveloped	<b>0.75</b>	<b>50</b>	
6		Specialized infrastructure	<b>0.90</b>	<b>50</b>	
<b>Land tariff prevalent at Jamalpur EZ – 1</b>					
1	Onetime payment (Upfront fees)	Developed	<b>0.525</b>	<b>50</b>	<b>26.75</b>
2		Specialized infrastructure	<b>0.315</b>	<b>50</b>	<b>15.75</b>
3	Annual rent basis	Developed	<b>1.25</b>	<b>50</b>	-
4		Specialized infrastructure	<b>0.81</b>	<b>50</b>	

Source: BEZA

### Tariff plan 1: Tariff rate based on existing government EZs

Based on benchmarking exercise carried out by the study team, it has been observed that for existing economic zones the onsite and offsite infrastructure project are developed by the concerned nodal agencies. This has allowed BEZA economic zone to charge low land tariffs. Based on the benchmark the study team has identified Jamalpur and Mirsarai economic zone for tariff estimation.

Jamalpur EZ is located at ~160 Km from Dhaka in Mymensingh division in northern part of country. Jamalpur EZ is located at a distance of 423Km from Chattogram seaport and 382Km from Mongla seaport which are major trade gateway of country. The proposed EZ at Araihasar is located in the central part of Bangladesh close to Dhaka with significant industrial proliferation in the region and also located have good IWT connectivity with Dhaka and Chittagong. EZ is located closer to Dhaka in comparison to Jamalpur EZ and better placed in term of IWT connectivity. Apart from location the proposed EZ have better backward and forward linkages in terms of raw material and consumption markets.

Hence, the land tariffs are assumed to be 20% more than that of Jamalpur (annual rent of USD 1.35/Sq. m and upfront fee of USD 26.75/Sq. m) considering the locational advantage and features of the proposed EZ in terms of its access to domestic markets and EXIM gateways. Since the proposed EZ is expected to become operational

in 2028, the above land tariffs are expected to increase. In order to consider the effect of the same, an escalation of 10% for a block of 3 years<sup>212</sup> on the above tariffs have been considered to evaluate the project returns in case of BEZA developing the project. **Thus, land tariff for annual rent is assumed to be USD 2.15 per sq. m USD (BDT 17 per sq. ft. per annum) and the same for upfront fees is assumed as ~USD 37.9 per sq. m (BDT 300 per sq. ft).**

### **Tariff plan 2: Tariff rate based on the land tariff of private/PPP EZs**

Tariff plan 1 is based on the EZs where cost of offsite and onsite infrastructure is not borne by BEZA. Hence, the cost is not being recovered from the project. The closest benchmark available where onsite infrastructure cost is being recovered from project revenue are private or PPP economic zones. In the case of private economic zone development, the off-site infrastructure is developed by the concerned nodal agencies and private developer only bears the cost of onsite infrastructure.

Private economic zones such as Meghna Industrial Economic Zone (Narayanganj), Bay Economic Zone, Abdul Monem Economic Zone which are located in close proximity to Dhaka, charge tariffs ranging from USD 7 to USD 12 per sq. m per annum (~ BDT 95 per sq. ft. per annum) to USD 7 per sq. m per annum (~ BDT 55 per sq. ft. per annum). Land tariffs in economic zones such as the one in Mongla (PPP) developed by Sikder Group, oscillate between the tune of USD 4 per sq. m per annum (~ BDT 30 per sq. ft. per annum) to USD 7 per sq. m per annum (~ BDT 55 per sq. ft. per annum).

Mongla EZ being developed in PPP mode is the most suitable comparable to benchmark the tariff rates for the proposed as at Manikgonj. Average lease rental for the EZ is USD 5.5 per sq. m per annum (~BDT 43 per sq. ft. per annum). Being located in close proximity of Mongla port, EZs have better access to Mongla seaport. Mongla EZ have very good IWT connectivity with Dhaka and Chattogram. While proposed EZ at Araiazaris located in the central part of Bangladesh significant industrial proliferation in the region and also located close commercial centres such as Dhaka.

Hence, lease rental equivalent of Mongla PPP EZ (annual rent of USD 5.5/Sq. m) has been assumed considering the fact that the proposed EZ is located not only in the region with significant industrial proliferation in the region and also located close to commercial hotspots such as Dhaka and Chittagong but away from EXIM gateways of the country. The proposed EZ is expected to become operational in 2028, the above land tariffs are expected to increase. In order to consider the effect of the same, an escalation of 10% for a block of 3 years on the above tariffs have been considered to evaluate the project returns. **Thus, land tariff for annual lease rent is assumed to be USD 6.58 per sq. m (BDT 52 per sq. ft. per annum). The upfront fee of BDT 1040 per sq. ft. has been considered based on the existing ratio of annual lease rental and upfront fee.**

Same annual lease rental has been considered for evaluating project returns in case of PPP developer developing the project. Based on market information, tariff for Standard Factory Building (SFB) has been assumed as BDT 300 per sq. ft. per annum.

### **Assumptions for revenue generating from Mark-up on utility charges**

BEZA levies a service charge (Mark-up of 5%) on the prevailing utility tariffs. The same has been considered as 10% in case of the PPP developer.

### **Assumptions for revenue generating from EZ Conservancy/Service fees**

BEZA charges a conservancy charge of **BDT 0.39 per annum/sq. ft. land or factory space.**<sup>213</sup> However, the market rates may differ for the same. In case of the PPP developer, the same is assumed as **BDT 5 per annum/sq. ft. land or factory space.**

### **Assumptions for revenue generating from other sources**

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<sup>212</sup> As per benchmarks in Southeast Asian economies such as India, industrial land tariffs increase to the tune of 10% for a block of 3 years

<sup>213</sup> Source: BEZA guidelines

As per the land allotment brochures for Government owned EZs in Bangladesh, BEZA charges the following:

- Regulatory permit fees: BDT 500 per permit
- Registration of Industrial unit: USD 500
- Design approval for Industrial unit: BDT 10,000
- Compliance charges for Medical & Environment and Worker’s management: to be decided later

The study team has considered 2% top up on gross revenue in the financial model to factor in the above cost. This has been considered when BEZA plays the role of the master developer and it has been waived off in case of the PPP developer developing the project.

**In the financial model all revenue related assumptions have been considered in line with the above.**

### **13.3.4. Cost Assumptions**

#### **13.3.4.1. Assumptions related to Capital expenses**

##### **Case 1: BEZA playing the role of the master developer**

For undertaking this project, BEZA has to incur the following cost outlays.

- Cost of land acquisition
- Cost pertaining to resettlement and rehabilitation
- Infrastructure cost
- Other costs (EMP & Pre-operating costs)

##### **Cost of land acquisition and resettlement and rehabilitation**

The total area proposed for EZ development is 413.02 acres, out of which the private land acquisition is for 157.86 acres and Khash Land is 255.16 acres. The proposed land parcel is entirely from Kalapaharia 1 mouza. In accordance to the current legislations governing land acquisition of Bangladesh is the Acquisition and Requisition of Immovable Property Act 2017 (hereinafter, “the Act”) which replaces the old 1982 Ordinance on Acquisition and Requisition of Immovable Property and BEZA’s RSMF, cost of land was taken as 3 times the cost obtained from AC land office for all categories. Based on the information received from local Sub-Registry office the price of the proposed land as calculated has been furnished in below table. Total land price as calculated is BDT 39.03 Million.

##### **Cost pertaining to Off-site infrastructure**

Infrastructure assessment recommends that for developing this project, BEZA must undertake off-site infrastructure development pertaining to land filling, utility supply and boundary wall. Details of the same are captured in the Infrastructure Assessment chapter. The following table depicts the cost towards the above-mentioned elements.

Table 128: Off-site infrastructure cost estimates to be incurred by BEZA

Description of item	Price without tax (In million Taka)	Responsible Agency
<b>Road network (including cost of connecting bridge of 30 m width and 600 m length)</b>	2,164.29	BEZA
<b>Power network</b>	453.99	BPDB, PGCB
<b>Water supply network</b>	17.04	DPHE, BWDB

<b>Boundary wall</b>	157.70	BEZA
<b>Gas supply</b>	300.00	GTCL
<b>Project sub-total</b>	<b>4296.54</b>	

Source: MACE analysis; costs have been calculated using updated references and scheduled rates of concerned nodal agencies of Bangladesh

### Other costs

Cost associated with Environmental Management Plan during construction is considered as ~**BDT 58** million. Detailed break-up of the same has been captured in the Environmental Review chapter

### Cost pertaining to On-site infrastructure

Infrastructure assessment recommends that for developing this project, BEZA/Private developer has to undertake on-site infrastructure development pertaining to internal road network, power network, water supply, wastewater treatment, support amenities etc. However, in case of the private developer, cost incurred for development of onsite infrastructure is expected to be higher than that incurred by BEZA. This can be attributed to certain elements being provided by private developer such as power, water and sewage network to individual plots, internal roads etc including SCADA based utility systems monitoring & control systems. Details of the same are captured in the Infrastructure Assessment chapter. The following table depicts the cost towards the above-mentioned elements.

Table 129: On-site infrastructure cost estimates to be incurred by PPP developer and BEZA

Description of item	Cost to be incurred without tax (In million Taka) by BEZA	Cost to be incurred without tax (In million Taka) by Private developer
<b>Site Development (including embankment cost)</b>	2731.80	2731.80
<b>Road network</b>	1590.09	1987.61
<b>Footpath and plot entry culvert</b>	250.41	250.41
<b>Storm water drain</b>	72.45	72.45
<b>Power supply</b>	810.30	816.43
<b>Water supply</b>	395.91	407.20
<b>Sewage, effluent and solid waste collection/treatment</b>	898.79	904.26
<b>Telecom</b>	99.29	99.29
<b>Sustainable infrastructure elements</b>	16.87	16.87
<b>Support amenities</b>	830.74	830.74
<b>Project sub-total</b>	<b>7,696.63</b>	<b>8,117.05</b>

Source: MACE analysis; costs have been calculated using updated references and scheduled rates of concerned nodal agencies of Bangladesh

In addition to the above, cost pertaining to Standard Factory Buildings has been assumed as BDT 1712/ sq. ft. in case of the PPP developer developing the project (Case 2)

### 13.3.4.2. Assumptions Related to Operating Expenses

For undertaking this project, both BEZA and/or the PPP developer has to incur the following operating cost outlays.

- Cost of Manpower
- Cost pertaining to operations and maintenance (O&M)

## Cost of Manpower

Basis benchmarks of similar developments in Bangladesh context, total cost of manpower (at full utilization level) has been considered as **BDT 20 million for Case 1 and BDT 40 million for Case 2**. It has been assumed that in the 4<sup>th</sup> year from the start of the project, full utilization of manpower would take place.

## Cost pertaining to operations and maintenance (O&M) and Marketing expense

Taking reference from similar projects, **1.25% of total infrastructure cost per annum** towards operations and maintenance (O&M) has been considered for the financial model for Case 1 and Case 2 i.e. BEZA developing the project and PPP developer developing the project respectively.

## Financing Assumptions

### Case 1: BEZA playing the role of the master developer

Financing assumptions pertaining to Case 1 have been outlined below:

- Debt: Equity= 70:30; Debt could be sourced through concessional loan/ grant
- Precedencies in Bangladesh indicate that BEZA being the apex authority in the domain of organized industrial development in Bangladesh has access to various financial support from donor agencies and multilaterals to drive industrial growth in Bangladesh. Thus, it has been assumed that it could be prudent for BEZA to obtain concessional loan from agencies such as World Bank, International Development Association etc. in order to fund the project.
- For concessional loan: moratorium period- 5 Years (after loan disbursement); rate of interest- 5% per year; repayment period- 15 years
- An equal spread repayment of principal has also been assumed towards repayment of the loan (for example 10% principal repayment every year over 10 years of repayment period or 5% principal repayment every year over 20 years of repayment period).

The developer will be liable to pay income taxes as per Income Tax Ordinance, 1984. As per the ordinance 'Income from Business or Profession' are taxable, the ordinance allows deductions from total income or revenue for cash and non-cash expenses (i.e. depreciation and amortization), to arrive at Net Income before Tax (NIBT). The applicable corporate tax rate is then applied to NIBT to derive income tax to be paid. As per prevailing tax regulations, Income Tax rate of 35% is applicable for any private entity. However, BEZA being a Government agency, no tax liability has been assumed in the model.

Straight Line Method (SLM) of depreciation has been considered and annual depreciation rate of 2.08% has been taken in the model for a project tenure of 48 years. Depreciation assumptions for tax treatment are in line with prevailing corporate income tax ordinance 1984 guidelines in Bangladesh (10% per annum on WDV method).

### Case 2: The project being developed by a PPP developer assigned by BEZA

Financing assumptions pertaining to Case 2 have been outlined below:

- Debt: Equity = 70:30; Debt could be sourced from commercial borrowing or loan
- In case of a private developer, commercial loan from financial institutions and banks become a realistic source of obtaining debt in order to fund the project according to prevalent infrastructure funding environment in Bangladesh. However, concessional borrowing, if obtained, through support from BEZA and GoB could improve project returns for any private player developing the project and thus enhance attractiveness of the project. This could depend on various factors such as project potential, market reputation, balance sheet exposure, occupancy risk of the project etc.
- For commercial borrowing: moratorium period- 4 Years (after loan disbursement); rate of interest- 10% per year; repayment period- 8 years

- An equal spread repayment of principal has also been assumed towards repayment of the loan (for example 10% principal repayment every year over 10 years of repayment period or 5% principal repayment every year over 20 years of repayment period).

The developer will be liable to pay income taxes as per Income Tax Ordinance, 1984. As per the ordinance ‘Income from Business or Profession’ are taxable, the ordinance allows deductions from total income or revenue for cash and non-cash expenses (i.e. depreciation and amortization), to arrive at Net Income before Tax (NIBT). The applicable corporate tax rate is then applied to NIBT to derive income tax to be paid. As per prevailing tax regulations, Income Tax rate of 35% is applicable for any private entity.

Straight Line Method (SLM) of depreciation has been considered and annual depreciation rate of 2.08% has been taken in the model for a project tenure of 48 years. Depreciation assumptions for tax treatment are in line with prevailing corporate income tax ordinance 1984 guidelines in Bangladesh (10% per annum on WDV method).

### 13.3.5. Other Assumptions

#### Usage Norms for utilities

In furtherance to the utility consumption data obtained from the primary survey, ultimate water and power requirement for each of the industries are based on the applicable industry norms in Bangladesh.

Since, this report captures only the tentative breakup of industries that could be established within the proposed EZ, utility consumption figures have been considered for the industry requiring the highest water and power supply per acre for the entire industrial plot. This is a conservative assumption made to ensure adequate supply of utility within the site in future.

Table 130: Utility Usage Norms

Power Requirement (MW per acre)	Water Requirement (‘000 litres per acre per day)	Gas (Cum/acre/annum)
0.17	34.3	50,000

Source: MACE Analysis & Market intelligence

Based on standard industry benchmarks, 70% of water demand is considered as effluent generated and 60% of water demand is considered as sewage generated

#### Prevailing tariffs for utilities

Referring to prevailing utility tariffs for EPZs in Bangladesh and other industrial units, following utility tariffs have been considered in the model<sup>214</sup>:

- Power tariff: **BDT 8.97/unit**
- Water tariff: **BDT 35.78/ ‘000 litres**
- Gas tariff: **BDT 8.54/Cum**
- Effluent treatment tariff: **BDT 36.95/ ‘000 litres**
- Sewage tariff: **BDT 50/ ‘000 litres**

#### Industrial space uptake rates

In line with the best practices prevailing in economic zone development, it has been assumed that developer will construct the basic shell infrastructure- public amenities, utilities and roads. This developed land in the proposed EZ will be provided on long-term lease to the industrial tenants. It has also been considered that during the construction period, developer will simultaneously undertake marketing activities for unit plots, to attract investors. Once all infrastructure development is complete, services installed and the proposed EZ is completely ready for operation, the industrial tenants will start moving onto their respective plots. Three scenarios have been

<sup>214</sup> BEPZA rates prevalent in Chittagong Export Processing Zone

created for the industrial space fill rate. Detailed calculation for each of these scenarios are duly captured in the Demand Forecasting chapter.

Aggressive case assumes macro-economic conditions of Bangladesh and the region are improving; macro level economic conditions are improving; land uptake rate will be higher than the anticipated demand. Base case assumes macro-economic conditions of Bangladesh and the micro-market are showing steady trend and behaving as expected; land uptake will be as per anticipated demand. Conservative case considers macro-economic conditions of Bangladesh and the region are showing declining trend; land uptake rate will be lower than the anticipated demand. As per demand forecasting exercise, complete industrial space uptake would take place in 11 years, 9 years, and 7 years respectively for conservative, base, and aggressive cases.

Based on the above stated assumptions, industrial space occupancy for the three scenarios are captured in the following table.

**Table 131: Land uptake across three cases**

S. No.	Years	Conservative	Base	Aggressive
1	2028	4%	11%	14%
2	2029	8%	18%	25%
3	2030	14%	28%	38%
4	2031	19%	37%	51%
5	2032	28%	49%	67%
6	2033	36%	62%	84%
7	2034	44%	75%	100%
8	2035	53%	89%	100%
9	2036	69%	100%	100%
10	2037	86%	100%	100%
11	2038 Onwards	100%	100%	100%

Source: Demand Model

### Other assumptions

Referring to prevailing macro-economic conditions of the country and similar benchmarks, following escalation rates have been considered:

- Operating expenses: 3% per annum for both Case 1 & Case 2
- Revenue from space (industrial & Specialized infrastructure): 1% per annum for Case 1 & Case 2
- Revenue from Standard Factory Buildings: 10% per annum only for Case 2
- Revenue from utility mark-up: 7% per annum for both Case 1 & Case 2

## 13.4. Sensitivity Testing on Key Inputs

The following figure summarises the revenue and cost drivers, and decision-making parameters of this financial model.

Figure 95: Revenue and Cost drivers

Revenue Drivers	Cost Drivers
<b>Parameters</b>	<b>Parameters</b>
Revenue from Upfront payment for Industrial space	Capital expenses
Revenue from annual rent for Industrial space	Operating expenses
Revenue from Upfront payment for Specialized infrastructure space	Interest expenses for commercial borrowing
Revenue from annual rent for Specialized infrastructure space	Interest expenses for concessional borrowing
Mark-up on utility (power, water, gas, water and effluent treatment)	Escalations on capital and operating expenses
Escalations for revenue from industrial & specialized infrastructure space	
Undeveloped land as a % of total land for industrial space	
Undeveloped land as a % of total land for specialized infrastructure space	

Source: PwC analysis

Following parameters have been varied in the sensitivity analysis to assess the most sensitive variable in the financial model for **PPP developer developing the project (Unconventional Approach)**:

- Annual rent from industrial space/land
- Annual rent from space for specialized infrastructure
- Space allocated for SFB
- SFB rental
- Mark-up charges on utility
- Interest expenses for commercial borrowing
- Escalation rate for revenue from industrial and specialized infrastructure space

Based on the same, a sensitivity check has been carried out to understand the most sensitive parameter (as per the Base case of land uptake), where each of the above-mentioned parameters have been varied by +/- 25% (keeping the other parameters constant) to understand the impact on the project IRR.

Table 132: Sensitivity variation of Project IRR for the Base case and Business as usual scenario – Case 1

Parameters	Project IRR		
<b>Annual rent from industrial space/land</b>	8.58%	9.52%	10.48%
<b>Space allocated to SFB</b>	8.98%	9.52%	10.08%
<b>SFB rental</b>	8.90%	9.52%	10.18%
<b>Escalation on revenue from SFB</b>	8.97%	9.52%	10.25%
Annual rent from specialized infrastructure space/land	9.51%	9.52%	9.53%



Parameters	Project IRR		
Mark-up charges on utility	9.41%	9.52%	9.62%
Escalation rate for revenue from industrial and specialized infrastructure space	9.06%	9.52%	10.08%

Source: PwC Analysis

**Upfront fee from industrial space, Annual rent from industrial space, and Mark-up charges on utilities have emerged out to be the most sensitive revenue driver influencing the rate of return from the project.**

In order to maximise the return from this project, increasing tariffs of these three parameters would result in maximum returns for both the cases.

### 13.5. Assessment of Project Returns for BEZA

Two tariff plan has been considered while analysing the project return for BEZA: **i) Tariff plan 1 - Tariff rate based on EZs developed with assistance of Government of Bangladesh, ii) Tariff plan 2 - Tariff rate based on the existing land tariff of private EZs.**

The following options have been analysed based on both the tariff scenarios to determine the best case of project returns for Case 1 i.e. BEZA playing the role of the master developer of the project:

- **Option 1: offsite and onsite infrastructure to be developed by BEZA** – In this scenario, it is assumed that BEZA will bear the cost of onsite and off-site infrastructure and both to be recovered through project. Cost of debt is at commercial borrowing rates.
- **Option 2: offsite and onsite infrastructure to be financed by multilaterals** – In this scenario, it is assumed that off-site and onsite infrastructure to be financed by multilaterals on concessional borrowing rate.
- **Option 3: offsite infrastructure to be developed through nodal agencies** – In this scenario, it is assumed that BEZA will outsource costs pertaining to off-site infrastructure to nodal agencies. Cost of debt is at commercial borrowing rates.
- **Option 4: offsite infrastructure to be developed through nodal agencies and on-site infrastructure to be financed by multilaterals:** In this scenario, it is assumed that BEZA will outsource costs pertaining to off-site infrastructure to nodal agencies and onsite infrastructure to be funded by multilaterals on lower interest rate.
- **Option 5: Cost of acquired land will not be considered in project cost:** In this scenario, it is assumed that BEZA will outsource costs pertaining to off-site infrastructure to nodal agencies and onsite infrastructure to be funded by multilaterals on lower interest rate. Along with that cost of land which has been already acquired by BEZA will not be considered as part of project cost.
- **Option 6: offsite and onsite infrastructure to be developed through Nodal agencies** – In this scenario, it is assumed that BEZA will outsource all infrastructure costs (both off-site and on-site) pertaining to the project to Nodal agencies.

The flowing table summarises the returns accrued in base case of land uptake considering the Tariff plan 1.

Table 133: Project returns across scenarios – Base case– Tariff plan 1

Scenarios	PIRR	EIRR	Avg. DSCR	BCR <sup>215</sup>	NPV FCFE (in BDT million)	NPV FCFF (in BDT million)
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<sup>215</sup> Weighted average cost of capital is used as discount factor in BCR calculations with cost of equity as 12%. Calculations pertaining to cost of equity of 10% and 15% have been furnished in Annexures of this report

<b>Option 1: offsite and onsite infrastructure to be developed by BEZA</b>	No return	No return	0.05	0.20	-8138.6	-12080.4
<b>Option 2: offsite and onsite infrastructure to be financed by multilaterals</b>	No return	No return	0.05	0.25	-6660.2	-11321.0
<b>Option 3: offsite infrastructure to be developed through nodal agencies</b>	2.06%	1.27%	0.18	0.29	-4180.0	-6408.2
<b>Option 4: offsite infrastructure to be developed through nodal agencies and on-site infrastructure to be financed by multilaterals</b>	2.75%	2.60%	0.30	0.39	-3090.3	-4660.2
<b>Option 5: In addition to option 4, Cost of acquired land will not be considered in project cost</b>	2.76%	2.61%	0.30	0.39	-3076.4	-4636.2
<b>Option 6: offsite and onsite infrastructure to be developed through Nodal agencies*</b>	78.21%	150.23%	34.97	7.39	1643.2	2143.9

Source: Financial Model;

\*Return are high in option 6 as offsite and onsite infrastructure are developed through assistance of nodal agency and cost of infrastructure is not recovered through project revenue.

It can be observed that project is not feasible based on tariff plan 1 which is based on EZs developed with assistance from GoB. This further validates the requirement for increase in tariff. The study team has further carried out feasibility assessment based on increased tariff. Table below summarises the returns accrued in base case of land uptake considering the Tariff plan 2 (values pertaining to Conservative, and Aggressive cases have been furnished in Annexure 26).

Table 134: Project returns across scenarios – Base case – Tariff plan 2

Scenarios	PIRR	EIRR	Avg. DSCR	BCR <sup>216</sup>	NPV FCFE (in BDT million)	NPV FCFF (in BDT million)
<b>Option 1: offsite and onsite infrastructure to be developed by BEZA</b>	4.89%	5.31%	0.69	0.51	-3399.6	-6502.1
<b>Option 2: offsite and onsite infrastructure to be financed by multilaterals</b>	5.94%	7.85%	0.98	0.68	-1690.7	-1948.2
<b>Option 3: offsite infrastructure to be developed through nodal agencies</b>	8.00%	12.19%	1.27	0.79	48.7	-1660.9
<b>Option 4: offsite infrastructure to be developed through nodal agencies and on-site infrastructure to be financed by multilaterals</b>	8.92%	15.26%	1.59	1.04	748.3	2134.8
<b>Option 5: In addition to option 4, Cost of acquired land will not be considered in project cost</b>	8.95%	15.33%	1.59	1.04	761.8	2158.7
<b>Option 6: offsite and onsite infrastructure to be developed through Nodal agencies</b>	141.16%	251.45%	95.77	20.22	4671.2	6067.4

Source: Source: Financial Model; \*BCR and NPV values with 10% and 15% cost of equity is furnished in annexure

\*Return are high in option 6 as offsite and onsite infrastructure are developed through assistance of nodal agency and cost of infrastructure is not recovered through project revenue.

**It can be observed that tariff plan improves the project financial returns across options substantially. The return (8.92%) is above the Weighted average cost of capital (Which is 7.1%) in option 4 and option 5.**

**In order to make the project financially viable in case of Option 3(offsite infrastructure to be developed through nodal agencies), BEZA may consider charging higher lease rentals, but high rentals may negatively impact the uptake of land. However, considering the same land uptake rate, BEZA should charge lease rental of rental of ~105 BDT/sq. ft./year to match project IRR with weighted average cost of capital (WACC) which is 9.9%.**

**In next section the study team has explored the Queen bee strategy to which can help BEZA to further improve the projects return.**

### Queen Bee Strategy

The Queen Bee Strategy involves attracting anchor investors to economic zones through concessions in upfront fees and charging nominal yearly lease. Ancillary industries generally follow the anchor industries and set up shop in the economic zones to cater to requirements of the anchor industries. The ancillary industries can be charged tariff in line with private economic zones tariff to compensate for the concessions given to anchor industry. The study team has assumed that 100-acre land will be offered to anchor tenant at nominal annual lease rental of **BDT 1/Sq. Ft/year**. Anchor tenant will attract original equipment manufacturers, Small and medium enterprises across the value chain of the product.

<sup>216</sup> Weighted average cost of capital is used as discount factor in BCR calculations with cost of equity as 12%. Calculations pertaining to cost of equity of 10% and 15% have been furnished in Annexures of this report

This will amplify the land demand within proposed EZ and this will result in faster land uptake. Based on benchmark of EZs/industrial zones it has been observed that uptake time is generally reduced by 50%. Hence, the study team has assumed an uptake time of 6 years. Considering the demand generated by the anchor tenant OEMs/SMEs would be attracted to setup unit in proximity. This can be leveraged by BEZA and a higher tariff can be charged from the ancillary units to coup the upfront cost of the anchor tenant.

The tariff rate for remaining industrial plot has been benchmarked based on the private EZs in the country. Private economic zones such as Meghna Industrial Economic Zone (Narayanganj), Bay Economic Zone, Abdul Monem Economic Zone which are located in close proximity to Dhaka, charge tariffs ranging from USD 7 to USD 12 per sq. m per annum (~ BDT 95 per sq. ft. per annum) to USD 7 per sq. m per annum (~ BDT 55 per sq. ft. per annum). The average annual lease tariff for industrial land in the private EZ is USD 9.5 per sq. m.

The private EZs which are considered as benchmark are located in close proximity of Dhaka which is countries largest urban agglomeration and consumption centre. While proposed EZ at Araihasar is also located in the same region, in the central part of Bangladesh having significant industrial proliferation and also located close commercial centres such as Dhaka. Hence, lease rental equivalent of private EZs (annual rent of USD 9.5/Sq. m) has been assumed for the analysis.

The proposed EZ is expected to become operational in 2028, the above land tariffs are expected to increase. In order to consider the effect of the same, an escalation of 10% for a block of 3 year. Tariff for industrial land has been assumed as **lease rental of BDT 91 per sq. ft.** per annum and upfront fee of **BDT 1820 per sq. ft.** for remaining industrial land other than offered to anchor tenant for evaluating project returns.

The flowing table elucidate the returns accrued in case BEZA adopts queen bee strategy to BEZA as per mentioned options in previous section for the Base case of land uptake.

Table 135: Project returns in queen bee strategy Base case – Queen Bee Strategy

Scenarios	PIRR	EIRR	Avg. DSCR	BCR <sup>217</sup>	NPV FCFE (in BDT million)	NPV FCFF (in BDT million)
<b>Option 1: offsite and onsite infrastructure to be developed by BEZA</b>	6.12%	7.61%	0.88	0.61	-2216.3	-5273.4
<b>Option 2: offsite and onsite infrastructure to be financed by multilaterals</b>	7.14%	10.28%	1.15	0.82	-707.5	80.7
<b>Option 3: offsite infrastructure to be developed through nodal agencies</b>	9.38%	16.21%	1.55	0.93	1050.8	-483.7
<b>Option 4: offsite infrastructure to be developed through nodal agencies and on-site infrastructure to be financed by multilaterals</b>	10.34%	19.30%	1.85	1.25	1652.0	4161.3

Source: Source: Financial Model;

\*Return are high in option 6 as offsite and onsite infrastructure are developed through assistance of nodal agency and cost of infrastructure is not recovered through project revenue.

It has been observed that if BEZA adopts the queen bee strategy it improves the project returns across all options. The returns are still below the bankable threshold (i.e.< 13% to 14%) for all options other than option 6, where offsite and onsite infrastructure are being developed by the nodal the concerned nodal agencies.

<sup>217</sup> Weighted average cost of capital is used as discount factor in BCR calculations with cost of equity as 12%. Calculations pertaining to cost of equity of 10% and 15% have been furnished in Annexures of this report

**The project appears to be financially feasible (as project fetch higher return than WACC of 7.1%) in all options other than option 1 where BEZA is bearing all the cost pertaining to infrastructure development;**

**The project fetches highest return (10.34%) is case of option 4 i.e. if BEZA decides to play the role of developer and the offsite infrastructure to be developed through nodal agencies and on-site infrastructure to be financed by multilaterals.**

**However, the queen bee strategy would be successful only in case if BEZA will be able to attract anchor tenants to the proposed EZ.**

## ***13.6. Assessment of Project Returns for the PPP Developer***

In this model, the PPP developer shall inject equity in the SPV and borrow debt from financial institutions through Special Purpose Vehicle (SPV) to execute the project. The SPV shall obtain necessary regulatory approvals from BEZA and other regulatory bodies. The SPV shall lease out the industrial space and provide utility services to the industrial units against the lease payments, conservancy/service fees and utility markup whereas cost related to land acquisition and off-site infrastructure development is to be borne by BEZA.

International Competitive Bidding methodology is generally followed to shortlist the preferred bidder to exercise the best outcome and to maintain complete transparency. Bidders are chosen on the basis of their technical capabilities, and experience of handling similar projects globally together with their commercial competency in lieu of pre-determined financial specifications. Similar methodologies have been followed in case of other PPP economic zone projects in Bangladesh. Mirsarai Phase I and Mongla EZ are the only two examples where PPP project structuring was devised in economic zone development projects. Keeping cognizance of the past examples of PPP transactions in Bangladesh in the EZ space and in the global context, two broad approaches have been analyzed to assess the project returns for the private developer.

### ***13.6.1.1. Approach-1: Conventional PPP***

Conventionally in case of PPP transactions, the regulatory authorities generally follow the competitive bidding procedure which judges' bidders based on their technical know-hows and certain commercial strengths. To shortlist the most capable or financially stable bidders, certain bid parameters (or modes of pay-outs) are considered. These pay-outs are devised to recover the costs borne by the authorities to facilitate the project. Similar approach has been prevalent in case of both Mirsarai Phase I and Mongla economic zone development projects, which were structured on the PPP route. For BEZA to recover its cost related to land acquisition and off-site infrastructure development, the following pay-out scenarios (or a combination of them) was devised:

- Upfront payment (capped at BDT 600 million taking benchmark of previous PPP transactions of BEZA)
- Annual Land lease
- Gross revenue share
- Equity Stake by BEZA in the SPV (and subsequent dividend pay-out)

Therefore, in order to determine the best mode of pay-out amongst the above-mentioned scenarios, all the pay-out scenarios and their necessary combinations have been evaluated to understand which one or which combination of these helps BEZA in recovering its cost outlay for the project. This is estimated by the ratio of the NPV of BEZA's income from the PPP developers (subject to the above-mentioned scenarios) to the NPV of its cost outlay throughout the tenure of the project. The combination of the above-mentioned modes pertaining to which the NPV of cost equals that of income is deemed best for BEZA to go forward with.

As per the simulations<sup>218</sup>, it was evident that **combinations corresponding to upfront payment, annual land lease and revenue share present the most viable option for BEZA** in terms of determining the project structuring. Thus, combination of **upfront payment (BDT 600 million), together with an annual land lease (BDT 13.00 per sq. ft. per annum) and a revenue share to BEZA (12.00%)** emerges as the most suitable option for BEZA in case it embarks on the conventional approach. However, this simulation is hypothetical in nature based on BEZA's prerogative to recover its cost outlay with respect to the project and moreover, the determined values project an ideological viewpoint on the magnitude of the pay-outs (which could be altered in different combinations to suffice BEZA's objective) that could be charged by BEZA.

Following table indicates the various financial ratios when the conventional approach is adopted.

Table 136: Project returns in the Base case for the PPP developer- Conventional Approach<sup>219</sup>

Scenarios	PIRR	EIRR	Avg. DSCR	BCR <sup>220</sup>	NPV FCFE (in BDT million)	NPV FCF (in BDT million)
Conventional approach	6.83%	7.03%	0.43	1.15	-4265.8	-5120.3

Source: Financial Model; #BCR and NPV values with 10% and 15% cost of equity is furnished in annexure

**It is evident that this project generates Somewhat attractive returns for a PPP developer when the PPP developer is making pay-outs to BEZA.**

### 13.6.1.2. Approach-2: Assistance from BEZA

Ultimate objective of BEZA and GoB behind developing this EZ project is to promote employment and to uplift the socio-economic status of the region surrounding this project. Although the conventional approach involves certain pay-outs from the PPP developer to BEZA, above discussions entail that the same would lower the financial returns of the PPP developer.

Traditionally, in case of PPP projects, the developer is liable to make certain pay-outs to the regulatory authority (in this case BEZA) for it recover its cost lay-out. However, globally there are precedencies of projects which have been developed through the PPP route without involvement of any pay-outs to the authorities regulating them. Since, the ultimate objective of BEZA through this project is overall socio-economic upliftment of the region through employment generation, thus, to make the proposition of developing the proposed EZ attractive, BEZA may consider foregoing pay-outs for the private developer. Similar examples have been adopted in the past in developed economies to promote private sector participation in industrial projects. One such successful case in point is the Panama Pacifico SEZ project in the Republic of Panama. A case study pertaining to the same has been furnished in the Annexure of this report. Although, Bangladesh does not have similar precedencies in case of PPP transactions, however, globally successful PPP projects have adopted PPP project structuring route sans the pay-out criteria as demonstrated in the case study mentioned above.

Globally in PPP projects, Government/ authority considers certain grants and fiscal stimuli to support the private sector so that the project is financially feasible as well as attains the ultimate objectives of employment generation and socio-economic development for the community.

To promote private sector inclusion and thus create more efficiency and dynamism in developing similar industrial projects, BEZA and GoB may consider certain fiscal stimuli to the PPP developer so that the projects

<sup>218</sup> Results of the simulation with different combinations have been furnished in Annexure 24

<sup>219</sup> Project returns across Conservative and Aggressive scenarios are furnished in Annexure 26

<sup>220</sup> Weighted average cost of capital is used as discount factor in BCR calculations with cost of equity as 12%. Calculations pertaining to cost of equity of 10% and 15% have been furnished in Annexures of this report

yields attractive financial returns. The same can be formulated through any (or combination of) the following approaches-

- Waive off the pay-outs to BEZA
- Any nature of grant through VGF/ annuity

In order to further improve the project profitability under such circumstances, mechanisms such (i) Funding the project through an equal combination of Commercial and Concessional Loan, (ii) Modification in Bid parameters with BEZA foregoing full recovery of its cost layout, and (iii) infusion of financial stimuli in the form of Viability Gap Funding or Annuity or a combination of both was explored. Analysis demonstrates that none of these mechanisms succeed in improving the profitability of the project above desired levels (i.e. >13%-14%) in terms of the returns it offers.

Table 137: Project returns in the Base case for the PPP developer- Assistance from BEZA Approach<sup>221</sup>

Scenarios	PIRR	EIRR	Avg. DSCR	BCR <sup>222</sup>	NPV FCFE (in BDT million)	NPV FCF (in BDT million)
Without Pay-out to BEZA approach	9.52%	10.91%	0.74	1.30	-709.3	-1318.9

Source: Financial Model; #BCR and NPV values with 10% and 15% cost of equity is furnished in annexure

The project return reduces to **9.07%** in case mark-up on utility is not charged, which shows that mark-up charge on utility have a marginal role in making the project return attractive in case of unconventional approach.

**Combination of VGF to the tune of 40% of the project cost and in case of unconventional approach improve the project returns to (12.46%) and equity return (13.84%) to a viable extent. Thus, it can be concluded that the project renders PPP-ability for BEZA only when it follows the unconventional approach and provide VGF to the tune of minimum 40%.**

## 13.7. Conclusions and Recommendations

Financial modelling exercise highlights the entire gamut of cost and revenue assumptions taken in order to evaluate the financial feasibility for BEZA which would envisage development and operation of the proposed EZ. It is to be noted that this financial modelling exercise takes into consideration two cases viz. Case 1 - where BEZA is playing the role of a master developer for this project and Case 2 – where BEZA assigns a PPP developer to develop the project thus imbibing private sector efficiency into the project. The following key points elucidate on the findings of the financial modelling exercise.

- This project is financially unattractive in case of tariff plan 1, when BEZA plays the role of a master developer and subsequently incurs all pertinent cost of development.
- Tariff plan 2 improves the project financial returns across options substantially but the returns are still below the bankable threshold (i.e.< 13% to 14%) for all options other than option 6, where offsite and onsite infrastructure are being developed by the concerned nodal agencies.
- The project return further improves in case BEZA adopts the Queen Bee Strategy. The project fetches highest return (13.14%) is case of option 4 i.e. if BEZA decides to play the role of developer and the offsite infrastructure to be developed through nodal agencies and on-site infrastructure to be financed by multilaterals

<sup>221</sup> Project returns across Conservative and Aggressive scenarios are furnished in Annexure 26

<sup>222</sup> Weighted average cost of capital is used as discount factor in BCR calculations with cost of equity as 12%. Calculations pertaining to cost of equity of 10% and 15% have been furnished in Annexures of this report

- 
- Project returns are not attractive for the PPP model even when BEZA decides to extend certain fiscal stimuli to the PPP developer in form of:
    - Waiver on the pay-outs
    - Any nature of grant through VGF/ annuity
  - This project appears to be financially feasible if BEZA adopts the queen bee strategy (as project fetch higher return than WACC and NPV for the project is positive), and the offsite infrastructure are developed through nodal agencies and on-site infrastructure are financed by multilaterals. BEZA needs to attract the anchor tenant for this option to be successful.



# 14. Economic Modelling

## 14.1. Purpose and Objective

The objective of economic modeling is to analysis and quantify the impact of the development of the proposed Economic Zone on the economy of Bangladesh. The impact of an industrial project can be adjudged based on its potential to affect the indigenous population or the local communities positively. This can be computed through a qualitative economic impact analysis, which demonstrates the project's ability to influence the economy of the micro market and regional population. Likewise, its quantification is determined through the calculation of the Economic Internal Rate of Return (EIRR). Financial analysis (or Financial IRR) estimates the return accruing to the project operating entity (EZ developer), whereas Economic Internal Rate of Return (EIRR) estimates the return on the investment to the national economy. Economic analysis is essential to develop a rationale for Government of Bangladesh to support the development of the proposed EZ and illustrate the measure of the accrued economic benefits.

## 14.2. Economic Impact Analysis

Economic modelling quantifies the economic benefits of a particular project to the government but does not quantify the impact on local population. The motive of this section is to scale the impact of the project on the economy of the micro market and regional population. The indirect impact of the project are more than direct visible impacts. Economic impact analysis framework analyzes the impact of the project on basic five capitals of community which are essential part of any social development.

### 14.2.1. Core features of the Economic Impact Analysis Framework (EIAF)

The EIAF will help to analyze the impact of project on the micro level, local population and the people who will lose or gain maximum from the proposed project. The framework will broadly analyze the impact of project on following aspects.

- Education, information, technologies, training and better nutrition, and health;
- Social environment;
- Natural resources;
- Basic infrastructure;
- Access to financial resources; and
- Policy and institutional environment that supports multiple livelihood strategies and promotes equitable access to competitive markets for all.

The application of the Economic Impact Analysis framework (EIAF) involves consideration of the following aspects:

- **Human Capital:** It represents the abilities, experience, work skills and the physical state of good health which, when combined, allow populations to engage with different strategies and fulfil their own objectives for their livelihoods.
- **Social Capital:** It refers to the social resources, which populations will rely on when seeking their objectives relating to livelihoods (in the present study this refers specifically to local social capital, this being networks, associations, local authorities, local officials and broader population receiving program assistance).
- **Natural Capital:** It is the term used to refer to the stocks of naturally occurring resources (soil, water, air, genetic resources, etc.) which can be used as inputs to create additional benefits, such as food chains, protection against soil or coastal erosion, and other natural resources which can support livelihoods.

- **Physical Capital:** This refers to the basic infrastructure and production inputs needed to support livelihoods.
- **Financial Capital:** This refers to the financial resources which population employ to achieve their objectives regarding livelihoods.

### 14.2.2. Core Concept of the Economic Impact Analysis Framework (EIAF)

The EIAF approach aims to focus on the development of the people which is equally important at higher levels (when we think about the achievement of objectives such as poverty reduction, economic reform or sustainable development) as it is at the micro or community level (where in many cases it is already well entrenched). At a practical level, this means that the approach:

- starts with an analysis of people’s livelihoods and their economic conditions and how these conditions have been changing over time;
- focuses on the impact of different policy and institutional arrangements upon people/households and dimensions of poverty (rather than on resources or overall output);
- works to support people to achieve their livelihood goals

Development activity tends to focus either at the macro or micro level. The EIAF approach attempts to bridge this gap, emphasizing the importance of macro level policy and institutions to the livelihood and economic options of communities and individuals on micro level.

The first step is to propose a way to provide a qualitative evaluation, which can also act as a numerical quantifier, of each capital relevant to the formation of sustainable economic development. Typical ranges are between 0-5. an analysis of the proposed development will be judged on basis of following:

- Unsustainable:  $0 \leq \text{capital} < 1$
- Limited sustainability:  $1 \leq \text{capital} < 2$
- Sustainable:  $2 \leq \text{capital} < 3$
- Progressively sustainable:  $3 \leq \text{capital} < 4$
- Abundant:  $4 \leq \text{capital} \leq 5$

The framework considers different parameters under five capital to analyze the projects impact on the micro level. These parameters are decided based on the impact that project would have on regional population. The following parameters have been analyzed under each capital which have impact on economic development of the region.

*Table 138: Impact indicators under each capital*

Sl. No.	Human Capital	Physical Capital	Financial Capital	Natural Capital	Social Capital
1	Capacity Building in government institution	Infrastructure development	Increase in services for local development	Sustainable industrialization	Issues of Rehabilitation and resettlement
2	Training for project stakeholders	Improved productivity	Increase in value for regional produce	Introduction of sustainable industrial practices	Community participation
3	Capacity building for local residents	Investment in production infrastructure	Impact on minimum daily wages for unskilled labour	Environmental Sustainability	Promotion of the participation of different actors

Sl. No.	Human Capital	Physical Capital	Financial Capital	Natural Capital	Social Capital
4	Institutional intervention	Technology transfer	Indirect employment generation	Introduction of eco-friendly energy production	Positive impact on existing social webs

Source: PwC Analysis

### 14.2.3. Assumptions

Following table summarizes the assumptions and their sources which have been taken into account for quantifying the impact of the proposed development.

Table 139: Assumptions for Economic Impact Analysis

Attributes	Assumptions	Source
<b>Human Capital</b>		
Literacy Rate	57.10%	Bangladesh Bureau of Statistics
Unemployment Rate	4.2%	Bangladesh Bureau of Statistics
Institutional Intervention	Few as of now, Not organized	NA
<b>Financial Capital</b>		
Per Capital GDP (Nominal USD) <sup>223</sup>	2,730	Bangladesh Bureau of Statistics
Poverty Rate	26.1%	World Bank
Score on Global food security index parameters	53.2	Food Security index by Economist Intelligence Unit
Indirect employment generation factor	0.7	Standard from developing countries
<b>Physical Capital</b>		
Existing physical infrastructure	Basic infrastructure	Site Visit
Industrial Infrastructure	Basic infrastructure	Site Visit
Existing production technology	In process of modernization	Secondary Research
<b>Natural Capital</b>		
Industrial practice	Manual or semi-mechanized	PwC Research
processing units	Very few	PwC Research
Industrialization in region	Few	PwC Research
Means of industrial energy	Mostly from non-renewable sources, 93% of the country's power producing thermal plants are gas-based	Energypedia
<b>Social Capital</b>		
Rehabilitation	Resettlement is required for the chunk of land parcel	Site visit

Source: PwC Analysis

<sup>223</sup> Estimated for 2018, the country's per capita GDP is for year 2018

## 14.2.4. Results

All the impact parameters are rated based on the assumptions and the impact it would have on local economy.

Table 140: Results of Economic Impact Analysis

Different form of capital in sustainable projects and there rating on scale of 5							
Sl. No.	Impact Indicators	Human Capital	Physical Capital	Financial Capital	Natural Capital	Social Capital	Marking Rational
1.	Capacity Building in government institution	3					Existing expertise pertaining to industrial processing is moderate
2.	Training for project stakeholders	3					Basic training for local administrative agency is required for implementation of project, it will have trickle down impact on local population
3.	Capacity building for local residents	3					Knowledge related to industrial practices will trickle down from EZ industries to the locals
4.	Institutional intervention	3					Institutional intervention is required for making project viable, and would have major effect on knowledge base of local population
5.	Infrastructure development		4				As of now presence of physical infrastructure is not developed in immediate region, the proposed project demands development of other industrial infrastructure which will further boost economy in the region
6.	Improved productivity		4				The proposed industrial facilities will boost the industrial productivity in the region
7.	Investment in production infrastructure		3				To become more sustainable industrial processing units will tends towards investing more in local production infrastructure that in turn will help in local procurement of raw materials
8.	Technology transfer		3				Bangladesh lags in technological advancement in industrial sector, the investment from outside country will help in technology transfer to country as well as in local region
9.	Increase in services for local development			4			Once the EZ will start working in full fledge it will attract other services such as banking, security, local market etc. which will equally benefit the local population
10.	Increase in value for regional produce			4			Industrialization in the region will boost the demand for other FMCG and other daily consumable goods, this will provide the

### Different form of capital in sustainable projects and there rating on scale of 5

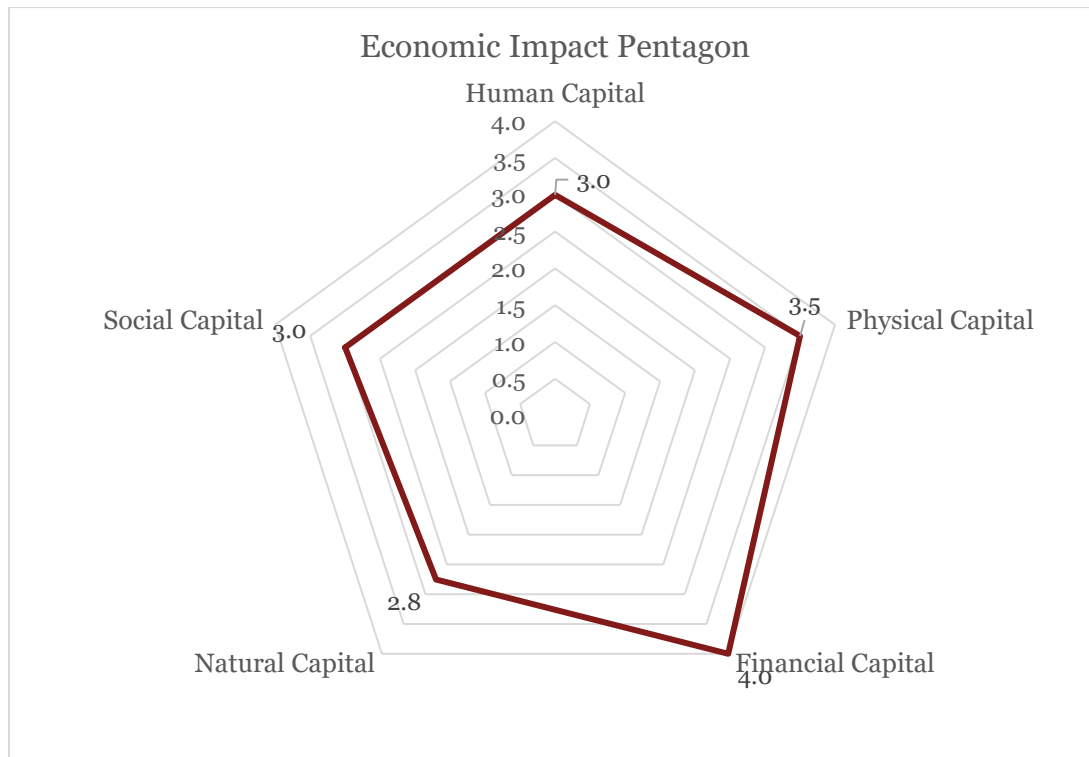
Sl. No.	Impact Indicators	Human Capital	Physical Capital	Financial Capital	Natural Capital	Social Capital	Marking Rational
							market for regional produce, that will increase the value for regional produce in turn
11.	Impact on minimum daily wages for unskilled labour			4			60% of the total employment generated by the proposed EZ will for unskilled labour, development of this scale will boost the labour demand directly and indirectly in the region
12.	Indirect employment generation			4			The proposed development will require various services for industries and employee engaged in these industries on local level which will generate indirect employment for locals.
13.	Sustainable Industrialization				3		The proposed development will promote environmentally sustainable industrialization under guidance and instruction of various governing agencies
14.	Introduction of sustainable industrial practices				4		The proposed development will attract a lot of investment and competition within firms will promote sustainable industrial practice
15.	Environmental Sustainability				3		The proposed development will have negative impact on local environment, as it would disturb the regional ecosystem
16.	Introduction of eco-friendly energy production				1		The proposed do not have any component to promote eco-friendly energy production
17.	Issues of Rehabilitation and resettlement					1	Rehabilitation is required as the proposed EZ has a part of private land
18.	Community participation					4	The proposed development will promote community participation by increasing demand for various services for smooth functioning of EZ
19.	Promotion of the participation of different actors					3	The EZ will promote participation of different stakeholders from local community in limited scope
20.	Positive impact on existing social webs					4	Development of this scale will help in strengthening social ties by providing platform for locals to interact with each other.
	<b>Average Impact on capital</b>	<b>3.0</b>	<b>3.5</b>	<b>4.0</b>	<b>2.8</b>	<b>3.0</b>	

Source: PwC Analysis

### 14.2.5. Economic Impact pentagon

The pentagon summarizes the impact of proposed development on different types of capital; which have impact on micro level economy. It is the average of impact on each parameter under different capital. Value on each arm of pentagon shows the scale of impact on that particular capital of local population of region.

Figure 96: Economic impact on micro market population



Source: PwC Analysis

From the economic impact pentagon, it can be inferred that apart from natural capital, the project has progressively sustainable impact on the different capital of the micro market. It can be concluded that the envisaged EZ is sustainable and will help in uplifting the economic condition of the population in the area or residing in the project impact region.

In order to quantify this impact on the macro economic landscape of the country, Economic Internal Rate of Return (EIRR) is calculated. It quantifies the economic benefits that will be attributed to the macroeconomy due to the development of the proposed EZ at Araihasar.

## 14.3. Methodology of Economic Modelling

### 14.3.1. EIRR Framework

EIRR is a holistic approach which takes into consideration the following stakeholders (directly/ indirectly) associated with the project:

- The project financers (whose return was calculated as the financial internal rate of return),
- The employment (both direct and indirect employment during construction and during operation period) generated because of the project,
- The suppliers and customers of the project,
- Residents who are being affected by the implementation of the project and

The purpose of EIRR calculation is directly aligned with the objectives of the multilateral agencies i.e. alleviation of poverty, employment generation and overall development of the country.

EIRR replicate the wider spectrum of project on regional and countries economy. The model accounts the direct benefit in form of tax and VAT to the government as well as employment which will be generated due to the project.

The Economic Rate of Return (ERR) can loosely be defined as “The net benefits to all members of society, as a percentage of cost, taking into account externalities and other market imperfections.” In a Harvard Business School Professor Benjamin Esty defined a two-step process for calculating an Economic Rate of Return. This method is described briefly thus:

$$\begin{aligned} EIRR &= \text{Actual Revenues} - \text{Opportunity Costs} \\ &= \text{Actual Revenues} - \text{Opportunity Costs} + (\text{Actual Costs} - \text{Actual Costs}) \\ &= (\text{Actual Revenues} - \text{Actual Costs}) + (\text{Actual Costs} - \text{Opportunity Costs}) \end{aligned}$$

$EIRR = \text{Private Returns} + \text{Cost Gains}$ , where

$\text{Private Returns} = \text{Actual Revenues} - \text{Actual Costs}$

$\text{Cost Gains} = \text{Actual Costs} - \text{Opportunity Costs}$

This simple calculation assumes the exclusion of taxes and other social complexities.

The analysis presented above highlights the fact that there is a difference between Private and Social Returns. Though the difference between opportunity costs and actual costs is the only difference noted above, other reasons for this difference could include:

- Taxes, Tariffs and other forms of Government intervention which could reduce private returns;
- Transaction Costs; and
- Non-market effects such as the impact of the project on the environment.

In addition to highlighting the differences between the EIRR and the FIRR (or social returns and private returns), the analysis also shows, through the gains in costs, that investments in large-scale projects should result in economic development. Model works on principal of with project and without project scenario, so all tax subsidies have been excluded for computation of EIRR. The impact of inflation has been excluded while calculating the EIRR.

Economic analysis requires quantification of various costs and benefits converted to ‘economic equivalent’ terms. EIRR also requires identification of ‘externalities’ and valuation of inputs and outputs at their true economic prices, or the ‘opportunity costs’.

Financial analysis only looks at the project from the perspective of the implementing agency (the private developer). Financial analysis is only concerned with line items that entail monetary outlays. Economic analysis on the other hand looks at cost and associated benefits to the economy. In economic analysis, a resource must be priced at its opportunity cost (its value in the best possible use), even if it is obtained free since use of the resource is a cost to the economy. Economic analysis measures both the positive and negative impact of the project.

The economic cost reflects the degree to which the consumption elsewhere in the ecosystem is sacrificed due to the diversion of the resources required for the project. Whereas, the economic benefit portrays the extent to which the project contributes to the increasing value of consumption available to the society.

Some important aspects to be considered while undertaking economic analysis are:

- Economic analysis is considered at constant prices in local currency terms. Thus, in case of accounting for economic costs and benefits, all costs and benefits must be measured in ‘real’ terms. In such analysis, all the costs and benefits are considered at the commencement year.
- For undertaking the economic analysis, financial costs are to be converted to their economic cost equivalents. By and large the financial components are capex (capital investment in land, construction cost etc.) and Opex (operational expenditure).

- Items like taxes, duties and subsidies included in the financial cost are excluded as these are market distortions.
- Debt service costs (interest during construction) are not included as economic cost in the analysis as the same doesn't require usage of resources.
- Cost owing to Environmental Management Plan has been included in the economic cost calculation.

### **14.3.2. Methodology Adopted**

The economic analysis for proposed EZ was undertaken in three major steps:

- Step 1:** In this step, the total economic cost for the project was calculated. All the direct costs (both capital expenditure and operational expenditure) associated with the project development were enlisted and broken down into the three factors of production viz. capital (material and equipment), land and labour. The pertinent financial costs were converted to the economic costs using conversion factors as elucidated above.
- Step 2:** The financial benefits from the proposed EZ project was calculated and converted to economic terms to capture the economic benefits which (directly/indirectly) impact the economy of Bangladesh. In this step, the cumulative economic benefit accrued from this project was computed.

Economic benefits considered are:

- 1) Value added in export owing to the industrial activities within the economic zone.
  - 2) Economic benefit (through gains for the exchequer) as a result of the industrial operations within the proposed EZ
  - 3) Employment generation owing to the development of the proposed economic zone. Minimum wage rate prevalent in Bangladesh, SWRF, and SERF have been considered to arrive at the economic value of the total employment generated.
  - 4) Tax paid by the developer is a gain (economic benefit) for the exchequer.
- Step 3:** Economic return for the project tenure was calculated by deducting the economic cost from the total economic benefit. IRR was calculated considering the base case.

Economic modelling exercise has been undertaken for three scenarios as elucidated in the following-

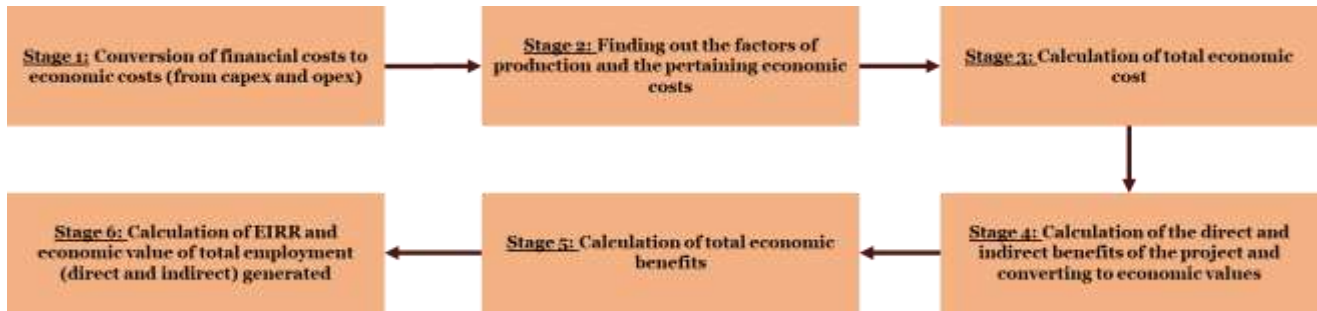
- Aggressive scenario: Macro-economic conditions of Bangladesh and the region are improving; Potential infrastructure projects are commencing prior to CoD
- Base scenario: Macro-economic conditions of Bangladesh and the region are showing steady trend and behaving as expected; potential infrastructure projects are commencing as scheduled
- Conservative scenario: Macro-economic conditions of Bangladesh and the region are showing declining trend; potential infrastructure projects are delayed

Proceeds from the demand forecasting exercise have been taken into cognizance to undertake the economic modelling exercise for the above stated three scenarios. Industrial space uptake rates and number of industrial establishments have been considered to undertake this economic modelling.

The approach & methodology adopted for each of the three scenarios has been illustrated in the following diagram.



Figure 97: Framework for Economic IRR calculation



Source: PwC Analysis

## 14.4. Assumptions, Inputs and Variables

The Economic IRR for the project has been calculated considering economic costs and benefits generating out of the project over the project tenure. The assumptions adopted for computation of economic IRR are based on the assumptions as depicted in our financial analysis. Base case was used for calculating the EIRR for the project. In addition to the above, the following assumptions were considered for arriving at the EIRR:

- **Environmental costs:** Costs related to Environment have been also included in the model. Costs associated with technical support, development of green belt, solid and hazardous waste management, waste and wastewater, construction safety etc. have been included as part of capital expenditure. In the operational expenditure section, maintenance costs for heads like operation of CETP/ STP/ waste facilities, establishment & training and monitoring of performance indicators have been considered.
- **Capital Expenditure (Capex):** The capex incurred for various components (for both on-site and off-site infrastructure components) of the project is obtained from the financial model. This has further been segregated into three components:
  - a) Material – 50% of total capex
  - b) Equipment – 30% of total capex
  - c) Labour – 20% of total capex
- **Operating Expenditure (Opex):** We have assumed that 90% Opex will generate on account of the materials and consumables; 10% of Opex will generate on account of the equipment. The operating cost for personnel is calculated separately in the economic model.
- **Import of Equipment:** We have assumed that 75% of the equipment and machinery used for the project would be imported. This is based on the standard practice and market benchmark of similar industries in Bangladesh.
- Capex and Opex have been converted to economic equivalents/ market costs using the following assumptions:
  - **Shadow Exchange Rate Factor (SERF)** of 1.05 was considered. The basis is that BDT is overvalued by about 5%.<sup>224</sup>  
SERF is the ratio of economic price of foreign currency to its market price. Alternatively, it is the ratio of the shadow to the official exchange rate. For economic analysis using the domestic price numeraire, the SERF is applied to all outputs and inputs, including labour and land that have been valued at border price equivalent values, with project effects measured at domestic market price values left unadjusted.
  - **Shadow Wage Rate Factor (SWRF)** of 1.00 for skilled labour and 0.75 for unskilled labour was assumed.<sup>225</sup> Further it was considered that the project will have a mix of 75% skilled labour and 25% unskilled labour. Hence, SWRF of 0.9375 has been arrived.

<sup>224</sup> Additional Financing to the Third Primary Education Development Project RRP BAN 42122 by ADB (2015)

<sup>225</sup> Similar assumption was taken for ADB-Khulna water supply project

SWRF is the ratio of the shadow wage rate of a unit of a certain type of labour, measured in the appropriate numeraire, and the project wage for the same category of labour. Alternatively, the ratio of the economic and the SWRF can be used to convert the financial cost of labour into its economic cost.

- **Wage Rate:** Average Wage rate considered for the direct and indirect employment is BDT 8000

These figures are in conformity with the information provided by Bangladesh Planning Commission and ADB economic analysis reports for Bangladesh. These were applied to tradable inputs and labour component to get domestic equivalents. It may be noted that since SERF is applied on the costs, factors such as the import duty is considered to be adjusted in the SERF and hence import duty has not been considered separately.

- VAT rate (for both capex and Opex) has been considered as 15% according to the prevailing rate for Bangladesh.
- Estimation of indirect and induced employment generation (due to generation of downstream industries) is based on Employment Multiplier Coefficient of 0.50. The coefficient was extracted from Background Paper for World Development Report 2013 “Structural Transformation and Employment Creation”<sup>226</sup>. The indirect employment generation coefficient for several developing countries (size and geography similar to Bangladesh) was considered to arrive at this figure.
- **Tax Treatment:** Since the model consider the scenario with project and without project, tax subsidies will be not treated as loss to the economy.
- It has been assumed that each of the industrial units will operate at 80% capacity utilization level and the plant efficiency level is 80%; export contribution of each of the industrial units is 25% of its Gross Value Added.

The guide for operating this economic model is placed in the annexure.

## 14.5. Results and Conclusions

Base case Economic Internal Rate of Return (EIRR) has been calculated as **30.75%**, which indicates that the project is providing very attractive returns throughout the tenure of the project. Following table depicts the scenario analysis of the proposed EZ.

Table 141: Scenario Analysis of the Proposed EZ

Scenario	EIRR
Conservative Scenario	24.19%
Base Scenario	30.75%
Aggressive Scenario	35.34%

Table above indicates that in conservative case, project generates **24.19%** economic return which is also attractive in nature. Aggressive scenario also indicates the project provides very attractive economic return of **35.34%**.

The following key points shall summarize the economic impact of the proposed EZ at Araihaazar:

- Microeconomic impact evaluated through the economic impact analysis exercise also depict the project’s positive impact on the human development capitals.
- It appears from the above analysis that the proposed EZ generates very attractive economic return in the context of Bangladesh’s economy and growth targets and consequently the economic returns accrued are also commensurate with similar EZ projects based out of other Southeast Asian and global economies.
- The project has the potential to generate ultimate direct employment of ~60,393 (in Base case) with a value of BDT 3,693 million which indicates its ability to provide organised manufacturing-based employment to the

<sup>226</sup> Background Paper for World Development Report 2013 “Structural Transformation and Employment Creation” by Christian Kingombe and Dirk Willem te Velde, Overseas Development Institute

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local communities. It thus, falls in line with BEZA's ultimate objective of socio-economic development through organised industrialization.

- Overall, it could be prudent to surmise that the proposed EZ at Araihasar has the potential to transform the economic landscape of its influence region.

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# Implementation strategy

The proposed site of Economic Zone at Araihasar is in proximity to Dhaka. However, the site is located on a river island and possess challenge in terms of last mile connectivity to mainland. Being located on a river island the site requires development of an embankment and adequate land filling to avoid flooding. The land development costs further add to the development cost of the site and impacts viability. In order, for the site to start operations it is advised to develop offsite last mile infrastructure before EZ construction begins. Offsite infrastructure development required for the project has been identified by the study team under the transport assessment chapter.

The large-scale infrastructure development required for the EZ along with upcoming Economic Zones in the vicinity of the proposed site would impact the demand offtake and this is highlighted in the delay in demand offtake. The study team forecasts land offtake for proposed site at Araihasar to begin in FY 2028 with offtake to be completed by FY 2036 in base case scenario.

Financial analysis has been carried under two scenarios – a) Proposed Economic Zone to be developed by BEZA and b) Proposed Economic Zone to be developed under PPP mode. Viability under both scenarios has been detailed below -

- a) **Proposed Economic Zone to be developed by BEZA** - The financial analysis for the site shows that the project is financially feasible only when both offsite and onsite infrastructure is developed through assistance of the respective nodal agencies. Thus, government fiscal support is crucial for BEZA to develop the site. In case, BEZA intends to develop the proposed site without any fiscal support in line with development model followed by other private player economic zone then BEZA should charge lease rental of ~105 BDT/sq. ft/year to match project IRR with weighted average cost of capital (9.9%).<sup>4</sup> The project however fetches good economic return when developed on the stipulated time.
- b) **Proposed Economic Zone to be developed under PPP mode** – The project is not viable for development under PPP mode until viability gap funding is provided by BEZA. The study team advises BEZA against development of the site under PPP mode.

Based on above assessment the study team proposes that BEZA should place the development of the proposed EZ at Araihasar under low priority. The project can be considered for development once the economic zone in vicinity have achieved total land offtake.

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<sup>4</sup> Base case demand offtake considered. Impact of high lease rental not considered on demand.

# 15. Annexures

## 15.1. Annexure 1 – Team of Experts and Project Timeframe

Our team of experts are duly supported by a large team of non-key experts (i.e. support staffs) spread across different locations in India and in Bangladesh. Some of the non-key experts are placed on-ground to ensure smooth project coordination.

Figure 98: Team of Experts



Source: Contract agreement executed between PwC & BEZA dated 26th June 2019

In conformance to this engagement’s Terms of Reference, following deliverables will be submitted to BEZA as per the schedule laid out in the below table –

Table 142: Project timeframe

D1	Inception report	31 <sup>st</sup> July 2019	Submitted
	Presentation on Inception Report findings	7 <sup>th</sup> November 2019	Completed
D2	Draft interim report	04 <sup>th</sup> February 2020	Submitted
	Presentation workshop to discuss findings of the interim report	03 <sup>rd</sup> and 04 <sup>th</sup> March 2020	Completed
	Final interim report	01 <sup>st</sup> June 2020	

D3	Draft final report	18th February 2021	Submitted
	Presentation workshop to discuss findings of the draft final report	26 <sup>th</sup> to 28 <sup>th</sup> January 2021 and 24 <sup>th</sup> February 2021	Completed
D4	Final pre-feasibility report	25 <sup>th</sup> February 2021	Submitted
	Deliverable submitted		
	Deliverable to be submitted		

Source: Contract agreement executed between PwC & BEZA dated 26<sup>th</sup> June 2019

**Legend:**

D1: Inception Report

D2: Draft Interim Report, Presentation on Key Findings & Final Interim Report

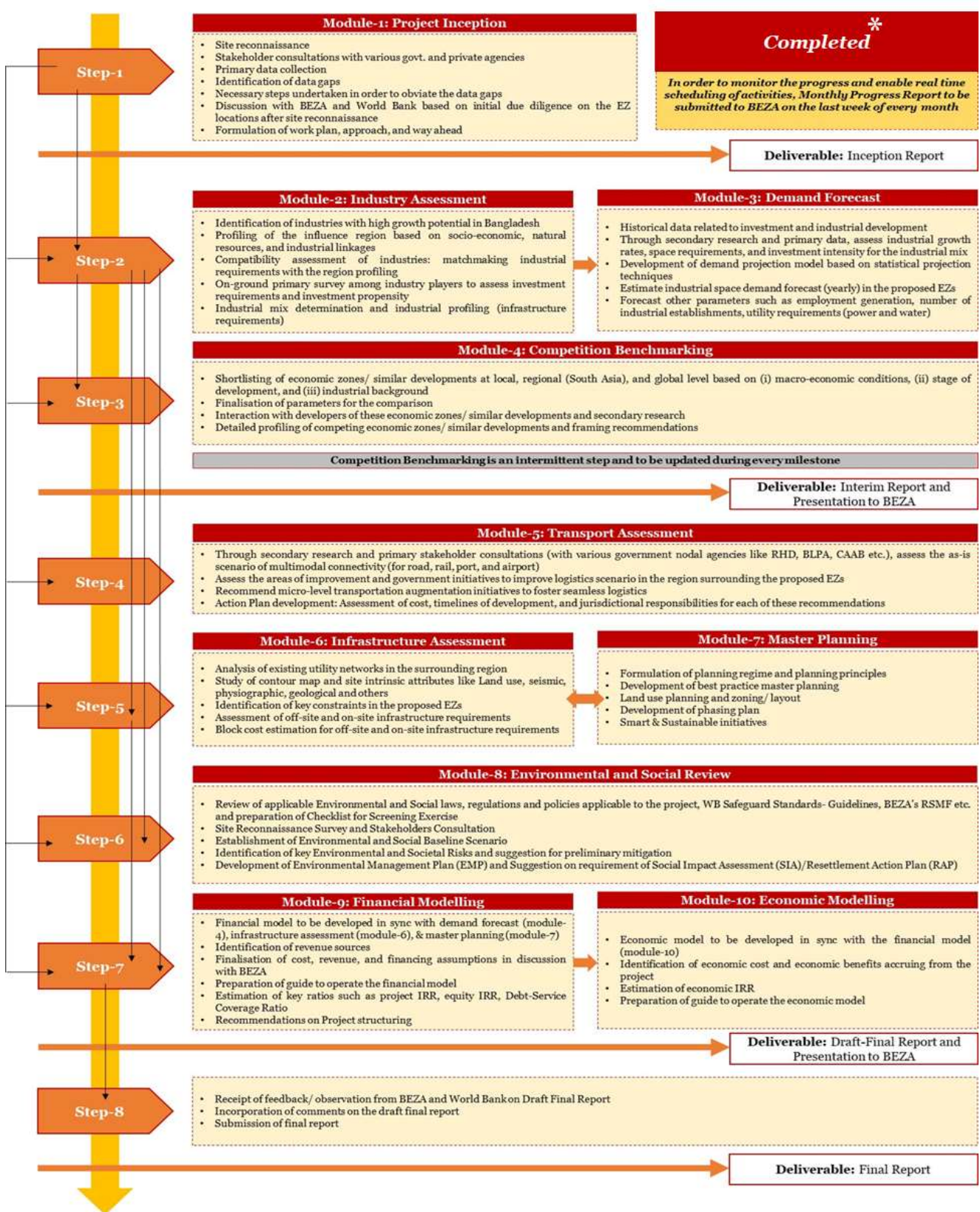
D3: Draft Final Pre-Feasibility Study, Presentation on Key Findings

D4: Final Pre-Feasibility Study

The activities covered under this assignment will be scheduled in a manner so that all tasks to be executed are in sync with each other, thus ensuring an organized and sequential flow of activities. A detailed timeframe has been previously submitted under Section 4.2 of the Inception Report dated, 31<sup>st</sup> July 2019.

Figure in the next page captures a concise outline of the engagement as per the Terms of Reference –

Figure 99: Outline of the engagement



## ***15.2. Annexure 2 – Site Photographs***

The photographs taken during the site visits have been shown below.



Settlements within the proposed site



Site photograph of the proposed site at Araihaaz



Agricultural land within the proposed site



Settlements within the proposed site



Site photograph of the proposed site



Khagkanda ferry in vicinity of the proposed site



### 15.3. Annexure 3 - Dhaka EPZ profile

The Dhaka Export Processing Zone (DEPZ) is located in Ashulia in Dhaka district in central part of Bangladesh. Dhaka EPZ is well connected with right connectivity network with roads, air, waterways and rail link. Hazrat Shahjalal International Airport (HSIA) is only 24 km distant from the EPZ. Inland container depot service is available at Dhaka Railway Station which is only 40 km from the EPZ.

Figure 100: Dhaka EPZ



Source: Google Images

A detailed profiling of the park has been provided below –

Table 143: Dhaka EPZ

Factors	Dhaka EPZ
<b>Site</b>	
Year of establishment/Start year of operations	It was established in 1993
Land Size (acres)	356.22 acres
Number of Plots/Units/Firms	Currently there are 451 industrial units <sup>227</sup>
No. of Development Phases	The developments have been carried out over a period of time but in a single phase
Land Lease (+length) or Sale (Taka/USD)	Industrial land lease length is for 30 years which is renewable and land lease is USD 2.20 /sq.m./year (BDT 187/sq.m./year) <sup>228</sup>
Standard-Factory Building (SFB) (Y/N)	There are 17 Standard-Factory Buildings provided as a part of the product offering.
Lease Rate for SFB (Taka/USD)	The tariff for SFB is USD 2.75/sq.m./month

<sup>227</sup> Source: <https://bepza.gov.bd/pages/epzdetails/dhaka-export-processing-zone-2/profile>

<sup>228</sup> Source: <https://bepza.gov.bd/pages/epzdetails/dhaka-export-processing-zone-2/profile>

Factors	Dhaka EPZ
<b>Infrastructure/Utilities</b>	
Onsite Independent Power (Y/N and Type)	There are own power plant and sub-station available for the special export processing zone
Cost of Electricity (Taka/USD)	The cost of electricity is approx. USD 0.11 / Kwh (BDT 8.97/Kwh) for industries <sup>229</sup>
Cost of Water (Taka/USD)	The cost of industrial water is approx. USD 0.39 /CM (BDT 33.21/CM) <sup>230</sup>
Onsite Wastewater Treatment Plant (Y/N)	There is onsite water treatment plant since industries within the zone
Onsite Gas Supply (Y/N and Type)	Gas is supplied by Titas Gas Transmission & Distribution Company Ltd.
Cost of Gas (Taka/USD)	The tariff of gas is approx. USD 0.10 /CM (BDT 8.54/CM) <sup>231</sup>
<b>Cost of Labor (Taka/USD)</b>	
Management	The basic salary for a management professional in Bangladesh is approx. USD 917.65 / month (BDT 78,000/month) <sup>232</sup>
Technicians	The basic salary for a technician in Bangladesh approx. USD 341.17 / month (BDT 29,000/month) <sup>233</sup>
Skilled	The basic salary for a skilled labour in Bangladesh approx. USD 258.82 / month (BDT 22,000/month) <sup>234</sup>
Unskilled	The basic salary for an unskilled labour in Bangladesh is approx. USD 97.05 / month (BDT 8,250/month) <sup>235</sup>
<b>Sectors</b>	
Type of Sectors within the Zone	Textile, Plastic Goods, Garments, Garment Accessories, Metal Products, Knitting and Other Textile Products, Electronics & Electrical Goods, Footwear & Leather Goods, Sewing Thread, Chemical & Fertilizer, Caps, Paper Products, Service Oriented Industries
<b>Special Regime</b>	
Yes/No	<b>Yes</b> , Dhaka EPZ is the special regime
<b>Fiscal Incentives</b>	
Yes/No	Fiscal incentives are available at the EPZ: <ol style="list-style-type: none"> <li>Five (5) years tax holiday for Dhaka EPZ; first 02 years 100% exemption, next 02 years 50% exemption and last 01 year (5th year) 25% exemption</li> <li>Duty free import of construction materials</li> <li>Duty free import of machineries, office equipment &amp; spare parts etc.</li> <li>Duty free import and export of raw materials and finished goods</li> <li>Relief from double taxation</li> <li>Exemption from dividend tax</li> <li>GSP facility available</li> <li>Accelerated depreciation on machinery or plant allowed</li> <li>Remittance of royalty, technical and consultancy fees allowed</li> <li>Duty &amp; quota free access to EU, Canada, Norway, Australia etc</li> </ol>
<b>Non-Fiscal Incentives</b>	
Yes/No	Non-Fiscal incentives are available at the EPZ: <ol style="list-style-type: none"> <li>100% foreign ownership permissible</li> <li>Enjoy MFN (most favored nation) status</li> <li>No ceiling on foreign and local investment</li> <li>Full repatriation of capital &amp; dividend</li> </ol>

<sup>229</sup> Source: <https://bepza.gov.bd/pages/epzdetails/dhaka-export-processing-zone-2/profile>

<sup>230</sup> Source: <https://bepza.gov.bd/pages/epzdetails/dhaka-export-processing-zone-2/profile>

<sup>231</sup> Source: <https://bepza.gov.bd/pages/epzdetails/dhaka-export-processing-zone-2/profile>

<sup>232</sup> Source: Pay Scale 2015, Civil

<sup>233</sup> Source: Pay Scale 2015, Civil

<sup>234</sup> Source: Pay Scale 2015, Civil

<sup>235</sup> Source: Pay Scale 2015, Civil

Factors	Dhaka EPZ
	5. Foreign Currency loan from abroad under direct automatic route 6. Non-resident Foreign Currency Deposit (NFCD) Account permitted 7. Operation of FC account by 'B' and 'C' type Industries allowed.
One Stop Shop Within the Zone	One stop shop is available within the zone.
<b>Support Amenities</b>	
Onsite Administration office	There is onsite administration office available within the zone
Onsite Convenience Retail	There is onsite convenience retail available within the zone
Onsite Housing	There is onsite housing available within the zone
Onsite Schools	There are no onsite schools available inside the zone
Onsite Community Facilities	There are onsite community facilities available within the zone.
Onsite Security	There is onsite security available at the zone.
<b>Quality of Life</b>	
International Housing (Within 45 Km)	Quality housing facilities are available in the close proximity in Dhaka
International Hospital/Clinic (Within 45 km)	Quality healthcare facilities like United Hospital, Evercare Hospital Dhaka, Square Hospital, LABAID Specialized Hospital, Gonoshasthaya Kendra, Savar Central Hospital, BIRDEM Hospital etc. are available in proximity to the EPZ in Dhaka district
International Schools (Within 45 Km)	Various upscale schools like Holy Crescent School, Ashulia Primary School, South Breeze School, Scholastica School, International School Dhaka, American International School Dhaka, etc. are present in close proximity in Dhaka district

Source: PwC Research

## 15.4. Annexure 4 – Country Level Assessment of Industrial Sectors

### Assessment of Export and Import Basket of the Country

Analysis of the export basket of the country reveals that more than 90% of the exports are from the Textile & RMG oriented products. Its top exports are from RMG, leather, wooden products, fish products and automobile accessories. The following figure depicts the top 75% of items, being exported and imported, that were shortlisted on the basis of average trade value over the past 5 years.

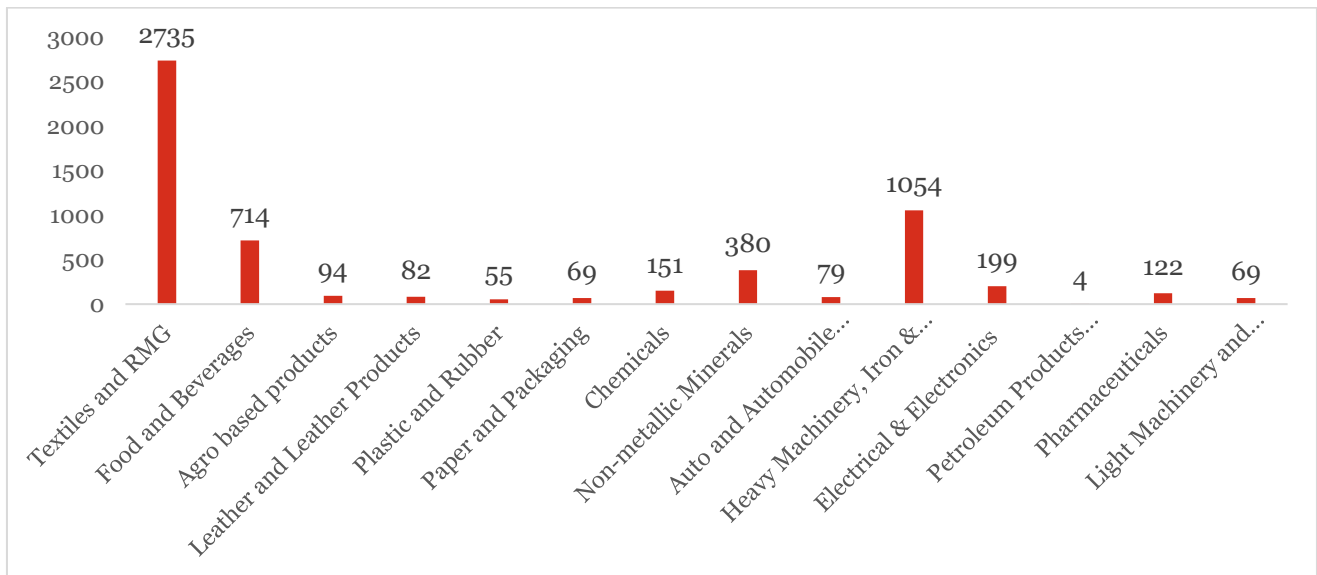
Figure 101: Top Export and Import basket of Bangladesh



Source: ITC Trademap

## Assessment of Gross Output of Manufacturing Sector

Figure 102: Gross output across various sectors in Bangladesh (Estimated 2019, In BDT Billion)



#Estimated for 2019

Source: Bangladesh Bureau of Statistics, Survey of Manufacturing Industries 2012

In terms of the specific sectors, it needs to be noted that Textiles and RMG, Food and Beverage, Heavy Machinery, Iron & Steel, Non-metallic mineral products, Electrical & Electronics, Chemicals, Pharmaceuticals are dominant in country. Following figure enlists the items that constitute the top 80% of the total output produced in Bangladesh.

Figure 103: Top 80% of items produced in Bangladesh in terms of gross output

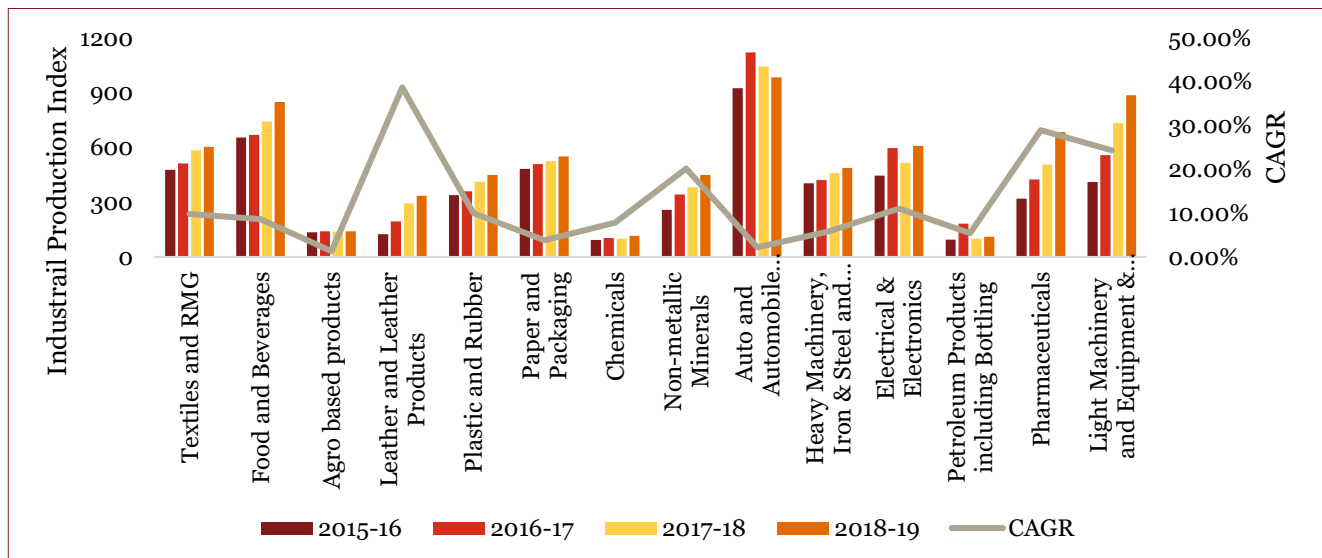


Source: ITC Trade Map

## Index of Industrial Production Analysis

Industrial production index measures changes in industrial production and is widely used for the observation and analysis of the current economic activity. The graph below represents the Industrial Production Index within Bangladesh over the past 4 years.

Figure 104: Industrial Production Index of industrial sectors in Bangladesh



Source: SMI

Above graph depicts that a positive growth in production is observed in Textiles and RMG, Food & Beverages, Leather and Leather products, Pharmaceuticals, Electrical and Electronics, Non-metallic minerals, Chemicals, Light Machinery, Equipment and Furniture over the past 4 years.

## Priority Sectors Identified by the Government of Bangladesh

Government of Bangladesh has identified priority sectors to make its economy resilient to possible sector specific disruptions due to automation, policy changes and increasingly competitive global scenarios.

The following figure illustrates the priority sectors identified by the Government of Bangladesh.

Figure 105: Priority Sectors by Government of Bangladesh



Source: Bangladesh Investment Development Authority

## 15.5. Annexure 5 – Import Trend of Bangladesh

Table 144: Top 75% Imports of Bangladesh (Figures in USD Million)

Products	2015	2016	2017	2018	2019
Machinery, mechanical appliances, nuclear reactors, boilers; parts thereof	4,792.33	5,245.07	5,953.71	6,824.21	5,800.91
Cotton	7,150.50	5,413.81	6,253.97	6,894.38	5,422.53
Mineral fuels, mineral oils and products of their distillation; bituminous substances; mineral ...	5,219.95	2,095.46	3,105.25	5,129.26	4,380.85
Electrical machinery and equipment and parts thereof; sound recorders and reproducers, television ...	2,450.61	3,156.28	3,660.48	4,103.02	3,242.16
Iron and steel	2,407.67	2,074.97	2,120.63	2,775.30	2,909.47
Plastics and articles thereof	1,795.19	1,923.41	2,160.39	2,457.64	2,208.76
Vehicles other than railway or tramway rolling stock, and parts and accessories thereof	1,143.51	1,676.47	1,976.15	2,077.69	1,747.36
Man-made staple fibres	1,623.93	1,509.96	1,702.43	1,955.58	1,617.90
Man-made filaments; strip and the like of man-made textile materials	1,102.78	956.64	1,071.64	1,391.35	1,415.96
Knitted or crocheted fabrics	590.15	1,013.30	1,197.23	1,383.06	1,353.37
Cereals	1,521.25	1,147.37	2,248.16	1,727.74	1,239.31
Articles of iron or steel	444.89	594.06	814.38	1,062.22	1,082.47
Oil seeds and oleaginous fruits; miscellaneous grains, seeds and fruit; industrial or medicinal ...	592.23	386.41	531.16	608.82	881.37
Organic chemicals	656.77	596.30	734.91	813.40	835.14

Products	2015	2016	2017	2018	2019
Aircraft, spacecraft, and parts thereof	201.34	59.79	150.33	454.95	792.36
Tanning or dyeing extracts; tannins and their derivatives; dyes, pigments and other coloring ...	587.91	630.57	672.72	767.72	752.98
Optical, photographic, cinematographic, measuring, checking, precision, medical or surgical ...	400.35	577.74	642.54	680.57	700.44
Edible vegetables and certain roots and tubers	704.76	628.73	554.85	510.02	684.07
Sugars and sugar confectionery	837.74	696.75	1,144.73	585.74	666.22
Miscellaneous chemical products	505.04	546.39	629.25	716.08	650.06
Paper and paperboard; articles of paper pulp, of paper or of paperboard	581.33	667.13	681.39	689.27	599.03
Animal or vegetable fats and oils and their cleavage products; prepared edible fats; animal ...	2,769.62	1,461.94	1,652.26	1,742.63	585.54
Salt; Sulphur; earths and stone; plastering materials, lime and cement	991.99	674.74	783.80	994.90	556.41
Ships, boats and floating structures	994.16	113.42	234.71	241.95	551.66
Fertilizers	1,255.60	671.00	715.47	832.05	520.09
Natural or cultured pearls, precious or semi-precious stones, precious metals, metals clad ...	7.92	497.08	629.93	979.17	501.92
Residues and waste from the food industries; prepared animal fodder	490.72	419.12	524.97	422.61	495.39
Special woven fabrics; tufted textile fabrics;	162.76	390.81	391.12	464.10	482.81



Products	2015	2016	2017	2018	2019
lace; tapestries; trimmings; embroidery					
Edible fruit and nuts; peel of citrus fruit or melons	273.63	316.23	354.11	370.66	425.29
Miscellaneous manufactured articles	257.80	436.70	435.18	466.29	422.39
Aluminum and articles thereof	262.47	308.86	388.68	443.96	398.94
Commodities not elsewhere specified	0.54	595.40	446.14	341.06	398.42
Inorganic chemicals; organic or inorganic compounds of precious metals, of rare-earth metals, ...	375.39	260.81	294.15	478.95	391.53
Dairy produce; birds' eggs; natural honey; edible products of animal origin, not elsewhere ...	290.12	248.06	342.61	374.73	374.27
Impregnated, coated, covered or laminated textile fabrics; textile articles of a kind suitable ...	138.18	309.05	311.82	368.34	360.60
Rubber and articles thereof	298.67	294.25	300.93	310.32	309.22
Coffee, tea, maté and spices	229.66	165.88	185.73	215.74	270.07
Pharmaceutical products	186.78	230.05	245.07	228.66	267.49
Other vegetable textile fibres; paper yarn and woven fabrics of paper yarn	42.14	151.98	155.99	225.66	258.17
Copper and articles thereof	210.42	177.55	253.98	210.44	238.23
Footwear, gaiters and the like; parts of such articles	153.11	193.27	227.95	217.66	231.29

Products	2015	2016	2017	2018	2019
Miscellaneous articles of base metal	58.96	204.72	217.61	206.04	202.36
Furniture; bedding, mattresses, mattress supports, cushions and similar stuffed furnishings; ...	74.23	237.80	229.50	238.41	202.17
Soap, organic surface-active agents, washing preparations, lubricating preparations, artificial ...	160.87	174.77	193.72	196.27	199.38
Wadding, felt and nonwovens; special yarns; twine, cordage, ropes and cables and articles thereof	45.89	114.07	116.91	159.82	177.61
Essential oils and resinoids; perfumery, cosmetic or toilet preparations	73.75	137.94	170.80	184.54	169.37
Articles of apparel and clothing accessories, not knitted or crocheted	887.05	240.18	186.70	172.51	158.44
Zinc and articles thereof	158.64	163.57	179.75	164.47	158.07
Glass and glassware	72.50	119.27	122.93	150.44	145.15
Raw hides and skins (other than furskins) and leather	169.20	162.94	179.04	175.87	123.96
Preparations of cereals, flour, starch or milk; pastrycooks' products	70.82	84.70	94.25	112.03	122.35
Albuminoidal substances; modified starches; glues; enzymes	75.81	94.49	106.70	108.36	105.26
Articles of stone, plaster, cement, asbestos, mica or similar materials	35.70	63.07	61.50	77.33	105.12
Pulp of wood or of other fibrous cellulosic material; recovered (waste and scrap) paper or ...	165.61	257.40	205.52	283.57	104.17

<b>Products</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Ceramic products	67.75	146.71	116.66	104.72	101.66
Miscellaneous edible preparations	74.28	88.93	83.37	95.08	97.64
Tools, implements, cutlery, spoons and forks, of base metal; parts thereof of base metal	54.53	78.60	87.68	88.86	88.85
Toys, games and sports requisites; parts and accessories thereof	23.56	64.63	81.59	82.84	83.85
Printed books, newspapers, pictures and other products of the printing industry; manuscripts, ...	297.23	54.15	87.78	101.50	82.81
Wool, fine or coarse animal hair; horsehair yarn and woven fabric	43.29	62.24	60.98	71.32	80.17
Other made-up textile articles; sets; worn clothing and worn textile articles; rags	34.16	59.87	64.88	67.68	71.24
Fish and crustaceans, molluscs and other aquatic invertebrates	55.28	42.74	46.49	46.57	68.90
Ores, slag and ash	72.46	30.36	28.86	61.46	59.60
Products of animal origin, not elsewhere specified or included	59.81	32.30	28.04	40.49	55.86
Articles of leather; saddlery and harness; travel goods, handbags and similar containers; articles ...	28.67	104.30	83.60	65.37	51.10
Arms and ammunition; parts and accessories thereof	130.36	7.44	25.41	21.38	46.32
Photographic or cinematographic goods	29.45	40.29	39.51	39.63	45.11
Wood and articles of wood; wood charcoal	113.80	61.44	70.21	51.84	45.11

<b>Products</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Lead and articles thereof	55.49	42.17	78.58	67.47	42.08
Articles of apparel and clothing accessories, knitted or crocheted	22.90	91.83	73.82	57.78	41.12
Prepared feathers and down and articles made of feathers or of down; artificial flowers; articles ...	4.06	42.07	49.12	44.59	38.77
Umbrellas, sun umbrellas, walking sticks, seat-sticks, whips, riding-crops and parts thereof	4.88	39.82	32.20	24.28	27.99
Railway or tramway locomotives, rolling stock and parts thereof; railway or tramway track fixtures ...	6.59	117.93	23.35	10.56	26.59

Source: ITC Trade Database

## 15.6. Annexure 6 – Export Trend of Bangladesh

Table 145: Top Exports 75% from Bangladesh (Figures in USD million)

Products	2015	2016	2017	2018	2019
Articles of apparel and clothing accessories, knitted or crocheted	12,767.10	16,668.99	17,791.37	20,115.53	20,343.41
Articles of apparel and clothing accessories, not knitted or crocheted	13,765.23	16,559.78	16,832.96	18,834.03	19,350.13
Footwear, gaiters and the like; parts of such articles	696.82	894.90	949.66	1,017.42	1,110.00
Other made-up textile articles; sets; worn clothing and worn textile articles; rags	818.60	990.73	1,131.16	1,094.95	1,004.95
Other vegetable textile fibres; paper yarn and woven fabrics of paper yarn	681.19	788.68	853.45	720.81	603.28
Fish and crustaceans, molluscs and other aquatic invertebrates	445.01	623.07	636.25	545.33	532.93
Articles of leather; saddlery and harness; travel goods, handbags and similar containers; articles ...	293.25	253.73	277.00	309.25	368.31
Headgear and parts thereof	75.63	280.17	300.51	311.30	332.64
Raw hides and skins (other than furskins) and leather	298.99	215.76	153.07	175.50	139.79
Plastics and articles thereof	80.22	84.50	95.81	108.51	113.23
Prepared feathers and down and articles made of feathers or of down; artificial flowers; articles ...	14.81	58.01	68.17	82.45	108.61
Optical, photographic, cinematographic, measuring, checking, precision, medical or surgical ...	53.47	70.24	87.67	100.72	106.96
Tobacco and manufactured tobacco substitutes	48.84	91.58	97.62	117.55	99.86
Vehicles other than railway or tramway rolling stock, and parts and accessories thereof	130.52	89.51	85.06	82.20	93.93

Products	2015	2016	2017	2018	2019
Furniture; bedding, mattresses, mattress supports, cushions and similar stuffed furnishings; ...	39.82	45.13	63.37	91.08	88.91
Toys, games and sports requisites; parts and accessories thereof	26.71	59.09	64.37	92.24	87.89
Animal or vegetable fats and oils and their cleavage products; prepared edible fats; animal ...	17.56	10.93	10.75	23.21	86.20
Aircraft, spacecraft, and parts thereof	14.53	1.51	18.32	43.32	80.13
Commodities not elsewhere specified	0.51	36.79	72.67	85.33	73.55
Cotton	91.68	24.35	35.51	39.33	66.35
Electrical machinery and equipment and parts thereof; sound recorders and reproducers, television ...	59.52	63.62	62.51	83.75	59.79
Preparations of cereals, flour, starch or milk; pastrycooks' products	84.84	35.94	42.47	55.52	58.08
Pharmaceutical products	70.12	90.30	108.43	108.39	57.44
Copper and articles thereof	26.26	24.82	51.01	59.58	53.37
Machinery, mechanical appliances, nuclear reactors, boilers; parts thereof	171.26	25.26	40.93	55.99	49.21
Wadding, felt and nonwovens; special yarns; twine, cordage, ropes and cables and articles thereof	29.85	37.27	31.32	32.64	46.39
Ceramic products	36.85	48.64	58.56	61.40	42.32
Inorganic chemicals; organic or inorganic compounds of precious metals, of rare-earth metals, ...	22.43	23.49	17.30	32.83	36.86
Iron and steel	18.91	14.89	23.70	31.27	32.05
Carpets and other textile floor coverings	19.07	33.53	32.97	32.48	31.79
Beverages, spirits and vinegar	25.27	16.93	22.24	23.89	27.69

Products	2015	2016	2017	2018	2019
Edible vegetables and certain roots and tubers	70.25	51.59	56.14	54.82	25.01
Manufactures of straw, of esparto or of other plaiting materials; basketware and wickerwork	8.25	11.01	14.88	20.10	23.68
Mineral fuels, mineral oils and products of their distillation; bituminous substances; mineral ...	178.12	52.21	54.29	25.03	21.61
Coffee, tea, maté and spices	25.70	18.75	24.73	26.61	20.89
Knitted or crocheted fabrics	33.81	8.70	11.06	12.32	20.73
Edible fruit and nuts; peel of citrus fruit or melons	26.62	26.67	36.86	40.15	17.09
Miscellaneous chemical products	3.66	6.90	10.54	13.10	17.07
Man-made staple fibres	26.20	16.26	23.43	24.40	15.62
Residues and waste from the food industries; prepared animal fodder	3.24	8.00	0.89	7.68	15.13
Oil seeds and oleaginous fruits; miscellaneous grains, seeds and fruit; industrial or medicinal ...	17.87	14.84	9.74	10.67	14.32
Salt; Sulphur; earths and stone; plastering materials, lime and cement	2.20	13.27	20.48	13.84	13.49
Paper and paperboard; articles of paper pulp, of paper or of paperboard	36.00	6.01	14.75	24.35	13.46
Articles of iron or steel	26.89	9.75	6.79	13.76	13.23
Preparations of meat, of fish or of crustaceans, molluscs or other aquatic invertebrates	2.34	18.27	13.51	12.04	12.29
Rubber and articles thereof	21.68	9.61	9.44	10.51	12.25
Ships, boats and floating structures	19.97	18.77	18.59	3.42	12.18
Miscellaneous manufactured articles	15.30	7.78	10.78	12.68	11.34
Preparations of vegetables, fruit, nuts or other parts of plants	70.47	30.17	29.34	18.69	10.86

Products	2015	2016	2017	2018	2019
Cereals	6.05	11.13	8.04	9.90	9.58
Ores, slag and ash	7.74	10.50	9.71	6.05	9.00
Zinc and articles thereof	2.67	4.29	5.87	4.29	8.49
Sugars and sugar confectionery	9.18	12.99	8.32	7.32	7.71
Printed books, newspapers, pictures and other products of the printing industry; manuscripts, ...	0.95	1.75	3.08	18.97	6.84
Organic chemicals	0.70	3.49	3.34	6.17	6.04
Products of animal origin, not elsewhere specified or included	14.88	2.77	2.69	2.77	5.87
Glass and glassware	1.56	2.85	3.19	2.40	5.08
Vegetable plaiting materials; vegetable products not elsewhere specified or included	23.92	0.53	0.33	0.56	4.59
Umbrellas, sun umbrellas, walking sticks, seat-sticks, whips, riding-crops and parts thereof	0.03	3.05	4.46	4.72	4.20
Nickel and articles thereof	0.08	0.45	3.24	2.68	3.97
Tools, implements, cutlery, spoons and forks, of base metal; parts thereof of base metal	6.28	2.25	3.00	3.58	3.80
Dairy produce; birds' eggs; natural honey; edible products of animal origin, not elsewhere ...	1.67	1.47	0.84	1.70	3.64
Wood and articles of wood; wood charcoal	4.06	5.67	5.60	6.56	3.53
Natural or cultured pearls, precious or semi-precious stones, precious metals, metals clad ...	5.02	5.17	6.02	4.44	3.46
Cocoa and cocoa preparations	0.39	0.94	1.89	3.07	3.00
Aluminum and articles thereof	1.60	1.81	2.03	14.32	2.78
Miscellaneous edible preparations	0.25	7.69	5.12	5.57	2.37
Products of the milling industry; malt; starches; inulin; wheat gluten	1.62	1.00	1.33	2.55	2.32



<b>Products</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Special woven fabrics; tufted textile fabrics; lace; tapestries; trimmings; embroidery	49.34	3.78	5.11	2.49	2.28
Articles of stone, plaster, cement, asbestos, mica or similar materials	0.03	1.85	1.56	3.48	2.26
Soap, organic surface-active agents, washing preparations, lubricating preparations, artificial ...	3.04	1.25	1.46	2.30	1.39
Essential oils and resinoids; perfumery, cosmetic or toilet preparations	0.63	1.29	1.91	3.85	1.37
Miscellaneous articles of base metal	0.43	1.39	1.26	1.86	1.29

Source: ITC Trade Database

## 15.7. Annexure 7 – Gross Output of Manufacturing Sector in Bangladesh

Highlighted cells belong to top 80% products

BSIC code and description	Gross Output (2012) (in BDT Million)	Estimated Gross Output (2019)# (in BDT Million)	Rank
<b>Total</b>	<b>5,394,875</b>	<b>11,250,901</b>	
10 Manufacture of food products	608,777	1,077,622	4
11 Manufacture of beverages	52,826	93,510	15
12 Manufacture of tobacco products	87,197	149,440	9
13 Manufacture of textiles	715,247	1,682,694	2
14 Manufacture of wearing apparel (Ready-made garments)	1,819,482	4,280,523	1
15 Manufacture of leather and related products	76,147	122,275	11
16 Manufacture of wood and products of wood and cork, except furniture; manufacture of articles of straw and plaiting materials.	6,912	11,846	22
17 Manufacture of paper and paper products	57,187	101,672	12
18 Printing and reproduction of recorded media	10,821	19,239	21
19 Manufacture of coke and refined petroleum products	3,684	9,630	23
20 Manufacture of chemicals and chemical products	140,184	229,332	7
21 Manufacture of pharmaceuticals, medicinal chemical and botanical products	113,070	220,341	8
22 Manufacture of rubber and plastics products	51,143	82,124	17
23 Manufacture of other non-metallic mineral products	351,779	730,350	5
24 Manufacture of basic metals	905,850	1,581,350	3
25 Manufacture of fabricated metal products, except machinery and equipment	71,357	124,569	10
26 Manufacture of computer, electronic and optical products	39,623	87,594	16
27 Manufacture of electrical equipment	145,166	320,916	6

BSIC code and description	Gross Output (2012)	Estimated Gross Output (2019)#	Rank
	(in BDT Million)	(in BDT Million)	
28 Manufacture of machinery and equipment n.e.c.	13,141	22,940	19
29 Manufacture of motor vehicles, trailers and semitrailers	36,780	101,268	13
30 Manufacture of other transport equipment	36,291	99,922	14
31 Manufacture of furniture	39,685	77,335	18
32 Other manufacturing	11,263	21,948	20
33 Repair and installation of machinery and equipment	1,134	2,210	24
34 Recycling	129	251	25

#Estimated for 2019

Source: Bangladesh Bureau of Statistics, Survey of Manufacturing Industries 2012

## 15.8. Annexure 8 – Industry 4.0

The fourth industrial revolution characterized by the increasing digitization and interconnection of products, value chains and business models – has arrived in the industrial sector. The term Industry 4.0 encompasses a promise of new industrial revolution. It is the digital transformation of industrial markets; specifically manufacturing industry driven by four disruptions: the astonishing rise in data volumes, computational power, connectivity and business intelligence capabilities.<sup>236</sup> It takes the automation of manufacturing processes to a new level by introducing customized and flexible mass production technologies.

The concept of Industry 4.0 includes:

Figure 106: Concept of Industry 4.0



Industry 4.0 digitizes and integrates vertical and horizontal value chains, vertically across the entire organization, from product development and purchasing, through manufacturing, logistics and service. All data about operations processes, process efficiency and quality management, as well as operations planning are available real-time, supported by augmented reality and optimized in an integrated network.<sup>237</sup> Horizontal integration stretches beyond the internal operations from suppliers to customers and all key value chain partners. It includes technologies from track and trace devices to real-time integrated planning with execution. In this way, the entire manufacturing and development industry effectively restructures and boosts the efficiency and profitability of the industry.

According to recent research study by McKinsey Global Institute, industries with highest potential for automation are manufacturing, accommodation, food services, transportation and warehousing. Experts forecast that businesses will be able to increase their productivity by about 30% using Industry 4.0 by 2025.<sup>238</sup> Bangladesh being a developing economy depends on export of manufactured products to foreign countries. However, with the advent of industry 4.0 regime, manufacturing is becoming less labor intensive, which might create challenges

<sup>236</sup> McKinsey

<sup>237</sup> PwC

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for manufacturing industry in Bangladesh, which is majorly driven by cheap labor in the country. In light of Industry 4.0, it is pertinent for countries like Bangladesh, to do away with cheap labor being the primary driver of competitiveness and focus on infrastructure & logistics, research & development, and technology will be required to remain competitive in a changed industrial landscape. Therefore, it is imperative to develop the management of manufacturing and chain productions so that the efficiency would be substantially increased which is a strong indicator that Industry 4.0 is crucial for Bangladesh to move forward. Bangladesh needs the adaptation of Industry 4.0 not only to increase the industrial production but also to bolster the overall socio-economic growth. Additionally, to successfully implement the Industry 4.0 corresponding initiatives towards the development of human resource is necessary as it requires highly skilled manpower. Hence, the upgradation of the current educational infrastructure in the country with focus on developing the secondary and higher education is essential.

## 15.9. Annexure 9 – Global Value Chain Concept and Analysis

### Description of the Concept:

The value chain of a project is defined as “the full range of activities that firms and workers do to bring a product from its conception to its end use” (Gereffi and Fernandez-Stark, 2011)

These days value chains of various products are highly fragmented and are spread across the globe to take advantage of the unique advantages on offer at different countries for certain specific activities/productions along the value chains of these products, thereby improving the quality of the product and minimizing the production cost.

The purpose of using the GVC concept to identify products that Bangladesh can diversify into is explained as follows – A product with a highly fragmented value chain spread across different countries, offers Bangladesh an opportunity to participate in its value chain.

For e.g. – Let us say product P1 is manufactured in India, and the various inputs required to produce the product P1 is imported by India from other countries. Bangladesh being the neighboring countries and with obvious logistics cost advantage, can attempt to produce one or more of the various inputs that India is importing to produce P1, given it has the necessary capacity. Using the GVC concept, we will attempt to identify products like P1 in whose value chain Bangladesh can participate

In order to identify such products with highly fragmented value chains, we will use an index called the GVC participation index. Higher the value of GVC index, higher is the fragmentation of the value chain of the product.

The GVC index is given by the formula –

$$\text{GVC\_Participation}_{ik} = \frac{FV_{ik}}{E_{ik}} + \frac{IV_{ik}}{E_{ik}}$$

$FV_{ik}$  – Foreign value added in the export of product k by country i

$IV_{ik}$  – Domestic value added by country i in the product k used in the export of third countries

$E_{ik}$  – Gross value of export of product k by country i

### Methodology used:

The methodology adopted for identification of new products that Bangladesh can diversify into and export with an advantage, using the GVC concept is described below systematically

1. Step 1 – Shortlist the countries whose products will be assessed. Neighboring countries and countries with similar economies are shortlisted, and a list of products is compiled by taking the union of the set of products for each country.
2. Step 2 – A threshold value of GVC participation index is selected. The GVC index value which is more than 70% of all the GVC values in the GVC table is selected as the threshold value
3. Step 3 – Using these threshold value, a score is assigned to each product by counting the number of times the GVC value associated with the product for each country is more than the threshold value

For e.g.

	Country 1	Country 2	Country 3	Country 4	Country 5	Country 6	Score
GVC value for Product P1	3	4	2	2	4	2	3

In the above table, the score for product P1 will be 3, as the GVC value associated with P1 is equal to or more than 3 in three cases

4. Step 4 – Using this score the products will be shortlisted. The top five products have been identified from this approach
5. Step 5 – The value chain of these shortlisted products will be assessed, and the input products (backward linkages of the shortlisted products) and the products which can be produced by using the shortlisted products (forward linkages of the shortlisted products) is identified

### **GVC Analysis:**

The objective of Global Value Chain analysis is to identify products that Bangladesh can diversify into. Thus, for a product with a highly fragmented value chain spread across different countries, this assessment intends to identify opportunity for Bangladesh to participate in its global value chain. For e.g. – Let’s say a product P is manufactured in a country like China, and the various inputs required to produce the product P are imported by China from different countries. Bangladesh being the neighboring country has an obvious logistics cost advantage; it can attempt to produce one or more of the various inputs that China is importing to produce the product P, given it has the necessary capacity. Using the GVC concept we will attempt to identify products like P in whose value chain Bangladesh can participate.

The industries with high GVC index across the globe are listed in the table below:

*Table 146: Industries with high GVC index across globe*

<b>Industries with high GVC index across the globe</b>	<b>Sectors shortlisted</b>
Chemicals and non-metallic mineral products	<b>Chemicals, Ceramics</b>
Electrical and optical equipment	<b>Electrical and electronics</b>
Basic metals and fabricated metal products	<b>Light machinery</b>
Transport equipment (Automobiles)	<b>Automobiles and accessories</b>
Machinery and equipment	<b>Heavy machinery</b>
Textiles, leather and footwear	<b>Textiles and RMG, Leather and leather products</b>

Source: PwC Research

## 15.10. Annexure 10 – Sector Specific Forward and Backward Linkages

Sector	Description of raw materials, industrial linkages, and market access
Textile & Ready-Made Garments (RMG)	<p>Textile &amp; RMG is the major industrial sector in the country. Bangladesh is 2<sup>nd</sup> largest exporter of RMG in the world after China, having 6.5% of global market share. It generates more than 65% of country's industrial employment and 81% of export earnings. This industry also provides employment to about 5 million workers with around 80% women employees.</p> <p>GoB has set a target to achieve 8% share of the global apparel market with USD 50 billion of exports from RMG sector by 2021, in order to do so, it has also placed Textile &amp; RMG sector in its high priority industrial sector list. Among the incentives offered by GoB, garment manufacturers and exporters get 4 percent cash incentive against value addition of products manufactured in the country using locally manufactured yarn.<sup>239</sup></p> <p>The basic material required for this sector is cotton, which is converted into yarn, followed by conversion into fabric and finally into RMG after dyeing. Bangladesh specialises in manufacturing of RMG by dint of its attractive demographic dividend and low cost of manpower. It is cost advantageous to produce RMG in Bangladesh as compared to other parts of the world.</p> <p>Bangladesh's humid climate is not conducive for cultivation of cotton; hence cotton is primarily imported from neighbouring countries like China, India. Basis primary survey with industry sectors, local textile mills are also not able to meet demand for fabric by the RMG industry, hence fabric is also imported. Moreover, due to specific quality requirements of international customers, many customers have pre-designated fabric sourcing units outside Bangladesh, from where fabrics are imported into the country. Dyeing of garment is the last stage of activity before RMG being manufactured. This is a water intensive exercise, for which mostly ground water or river water towards captive sourcing is utilized (which ascertains continuous water supply). Due to poor quality of locally available dyeing material, some firms either export their garments for dyeing or use imported dyes.<sup>240</sup></p> <p>Textile buyers (customers) from large economies such as USA, EU, and others place orders to RMG manufacturers in Bangladesh as producing RMG in Bangladesh is cost advantageous. This is why RMG is the major export commodity from Bangladesh to major markets such as USA, Europe, and various other large economies. Yarn and fabric produced in Bangladesh primarily caters to domestic requirements as industrial linkage towards RMG.</p>
Food & Beverages (F&B)	<p>Bangladesh's large population base has created a huge domestic potential for this sector. With growing consumption economy, demand for nutrient rich, high quality food products is increasing. Besides, catering to local demand, Bangladesh also exports processed food products to 104 countries, with major exports being to middle-east and south-east Asian countries.<sup>241</sup> These countries have a lot of immigrants from Bangladesh, who drive</p>

<sup>239</sup> <http://rmgbd.net/incentives-for-textile-clothing/>

<sup>240</sup> Primary Survey with Industry sectors

<sup>241</sup> <http://www.bapabd.org/home/export/1>



Sector	Description of raw materials, industrial linkages, and market access
	<p>demand for Bangladesh food products in these countries. As per data available with BAPA, Bangladesh processed food fetched all time high export receipts of \$ 700 million in 2018-19.<sup>242</sup>Major items of exports were fruit juice, biscuits, potato crackers, chips, puffed rice, jam, confectionery items, ketchup, parathas, singharas etc. As per BIDA, frozen food export is a priority sector for Bangladesh with special focus towards exports of shrimps.</p> <p>Food and Beverage industry can be broadly segregated into two categories – (i) agro based products and (ii) animal products</p> <p>For agro based products, the first stage is cultivation of necessary agricultural crops like cereals, fruits and vegetables. This is followed by 2-stage processing, where products like wheat are converted into flour by agro based industries and flour is then converted into 2<sup>nd</sup> stage products. These products are then packaged and sent to consumer markets.</p> <p>F&amp;B is the second stage in the value chain, while the first being agro based products.</p> <p>Although Bangladesh being an agrarian economy is able to supply most of the raw material required for agro based industry, it also has to rely on imports for products like Wheat, Sugar and few fruit various reasons ranging from poor protein content in wheat to poor productivity of sugarcane.</p> <p>For animal products, Bangladesh is primarily focussed of exports of fish products, in particular exports of shrimp. Shrimp production is a three-stage process, starting at hatcheries, where shrimp fries are cultivated, followed by farming where adult shrimps are cultivated from the shrimp fries. This is followed by processing, where activities like deshelling, de-heading and some minimal processing takes place in order to increase the shelf life of shrimp products. Lack of technological know-how prevents shrimp processing firms from adding further value to the processed shrimps.</p> <p>Fish and shrimp cultivation take place in coastal parts of the country like Khulna, Barisal, Cox’s Bazar and Chittagong.</p> <p>Basis primary survey, investors prefer setting up of F&amp;B units at central locations of Bangladesh so that seamless supply to consumers located across the country can take place easily. Some large domestic and foreign F&amp;B players also source a part of their raw materials (like additives, flavours, and chemicals) from outside the country from registered vendors in order to conform to their global quality policy.</p>
Agro Based Products	<p>Agro based products act as source of raw material and intermediaries/ backward linkage to F&amp;B sector in Bangladesh. Agro based products can broadly be classified into three categories viz. (a) cereal, egg &amp; fruits based; (b) tobacco; and (c) non edibles (such as jute, cotton). This sector deals with first level processing of agricultural products and it acts as the upstream industry sector for F&amp;B sector. Being an agrarian economy, Bangladesh cultivates agricultural products in abundance.</p>

<sup>242</sup> <https://thefinancialexpress.com.bd/views/processed-food-export-1583854567>

Sector	Description of raw materials, industrial linkages, and market access
	<p>Although Bangladesh shows prominence in yield per unit area for wheat (3.1 MT per hectare vis-à-vis 3.07 MT per hectare globally), locally produced wheat are low on protein content. As a result of the same, Bangladesh has import dependency for wheat (Russia, Ukraine, and India are the major importers).<sup>243</sup> Rajshahi division is the top wheat producing division in the country. Egg and milk production in Bangladesh is not sufficient. Bangladesh's sugar yield (per unit area) is lower compared to neighbouring countries and as a result of the same, sugar is also imported. Rajshahi division produces major sugarcane and it is also largest producer of fruits including mango. Rice cultivation takes place in abundance in this country; ~75% of the total cropped area and ~80% of the total irrigated area is planted to rice. It caters to ~67% of total calorie supply and ~50% of total protein intake of an average person in this country.<sup>244</sup> Agro produces (both in raw form and intermediaries) caters to domestic demand as well as to F&amp;B units for production of second stage of value chain products.</p> <p>Bangladesh specialises in export of unmanufactured tobacco. Bangladesh produces 10,000 MT of tobacco in a year, out of which ~30% is exported. Khulna and Rangpur divisions are the topmost tobacco producing divisions. Tobacco cultivated caters to the domestic demand and the tobacco leaves are being exported to large economies.</p> <p>Jute is one of the predominant cash crops in Bangladesh. Bangladesh is contributing ~39% of world's jute production. Jute is cultivated in almost all districts of Bangladesh; various jute mills are located in Khulna division. As explained earlier, humid climate in this country is not conducive for cultivation of cotton, hence cotton is primarily imported from countries like China, and India owing to quality aspects as well as less lead time requirement due to import from neighbouring countries.</p> <p>Agro based products manufactured in Bangladesh primarily caters to the domestic demand and as feed to F&amp;B industry. Export of agro based products mostly takes place to India and the surrounding countries. High dependency on primary sector (agriculture) necessitates the usage of light machinery and agricultural equipment in Bangladesh.</p>
Leather and Leather Products	<p>Leather industry is the second largest export earning sector of Bangladesh with major markets being Italy, England, Spain, France, Germany, Poland, China, Japan, USA and Canada. Bangladesh meets the demand of 10% of the world's total leather market. The overall leather industry is classified into three broad categories such as finished leather, leather products, and footwear. GoB has also declared this industry as the priority sector.</p> <p>Value chain assessment of this sector depicts that in tanneries raw animal skins and hides are processed (using industrial salt and chemicals) to manufacture finished leather, which in turn is used to manufacture leather based products and footwear. Design of the leather products is a critical</p>

<sup>243</sup> ITC Trade Database

<sup>244</sup> <http://www.knowledgebank-brri.org/riceinban.php>

Sector	Description of raw materials, industrial linkages, and market access
	<p>step which precedes the leather based products manufacturing. Designing involves skilled human resources and there appears to be a clear gap in availability of specialised manpower towards this stage.</p> <p>Tanneries in Bangladesh form a cluster, recently this cluster has been relocated to Savar area from Hazaribagh area of Dhaka. This move was undertaken in order to regulate tanneries in Bangladesh and to ensure that proper safety and environment friendly norms were being followed. Basis primary survey, these tanneries suffer from inadequate infrastructure (such as non-metalled internal road, non-functional CETP, and high electricity cost), resulting in adverse effect on production of leather and underutilization of capacity for tanneries, located in Savar. The raw material required for leather is animal hide and skin. Due to its large cattle population, Bangladesh has a good supply of leather. Cow hides account for 56% of production, goat skins for 30% and buffaloes make up the rest.<sup>245</sup> Bangladesh is a net exporter of raw hides and skins. Raw hides obtained from animals are mixed with chemicals for the purpose of tanning. The chemicals used for this process are currently imported due to lack of domestic production of the same. After tanning of leather, these leather goods are supplied to manufacturers of leather goods, where leather is converted into different products like footwear, bags, belts, clothes etc.</p> <p>Final output from this sector caters to the domestic demand as well as it serves the export market. High quality and high end leather products are being manufactured in this country which are fit for export to large economies. Bangladesh is a net exporter of leather; however, export share of leather products has potential to increase in Bangladesh. For which adoption of new technologies, investment in R&amp;D, and gradual development of designing capacity will be required. Bangladesh currently exports its leather products across the globe.</p>
Plastic and Rubber	<p>Plastic and rubber industry segment acts as intermediary and backward linkages for other sectors such as leather, packaging, machineries &amp; equipment, footwear, and accessories. Plastic and rubber industry in Bangladesh is depicting an annual growth rate of 20%.<sup>246</sup></p> <p>Oil and gas industries are the primary upstream industries required for plastic and synthetic rubber production.</p> <p>From crude oil distillation, compounding exercise is undertaken in which plastic products are polymerised. Further, mixing and moulding takes place for converting polymers to plastic products.</p> <p>Natural (procured from rubber plantation) and synthetic rubber are compounded through adding chemical additives to manufacture rubber based products for industrial, commercial, and household purposes.</p> <p>Owing to lack of oil refineries in this country, Bangladesh has limited participation in the plastic compounding stage. Since there is no polyolefin units in Bangladesh and demand of polymers is met through import (from China, Saudi Arabia, Chinese Taipei, Korea, and Thailand). Raw material</p>

<sup>245</sup> Research Gate. 2013. *Bangladeshi Leather Industry: An Overview of Recent Sustainable Developments*.

<sup>246</sup> <http://bida.gov.bd/plastic-industry>

Sector	Description of raw materials, industrial linkages, and market access
	<p>requirements of plastic is met through import and from local recycled plastic waste.<sup>247</sup> It is to be noted that 20% of raw materials are from recycled materials.<sup>248</sup> Bangladesh has limited production capacity in this sector due to lack of advanced machinery and lack of skilled human resources. As a result, plastic products manufactured in this country primarily cater to domestic demand.</p> <p>Due to lack of upstream petrochemical industries, there is no production of synthetic rubber in Bangladesh. Natural rubber is produced from rubber plantations located in Chittagong, Sylhet, Madhupura, and in Bandarban hill tracts.<sup>249</sup> Major importing countries for synthetic rubber are India and non SASEC countries. Products from plastic and rubber industries are mostly used for industrial, commercial, and domestic consumption. Due to lack of advanced technology, local small and medium players have restriction in producing quality rubber products. As a result, rubber produced in Bangladesh primarily caters to the domestic demand and export contribution is very less.</p>
Paper and Packaging	<p>As per Bangladesh Paper Mills Association, there are 110 paper mills in Bangladesh with a production capacity of 1.5 million metric tonne per year. Manufacturers in Bangladesh are investing in upgradation of technology to produce export quality papers in order to export paper to 40 countries. Paper and paper products exports from Bangladesh generated revenue of USD 16.24 million in 2018.<sup>250</sup></p> <p>The process of manufacturing paper products can be divided into a 3-stage process. The first stage involves acquiring raw material which can be soft wood, bamboo or other fibre-based plants. Raw material availability in Bangladesh is limited currently due to lack of ample land, conducive climate and soil conditions. Manufacturers are able to source local wood for manufacturing of basic paper. The wood obtained from plants is converted into pulp through use of digester, bleaching agents are typically sourced from local suppliers.<sup>251</sup> Manufacturers also use recycled paper or import pulp from other countries depending on the final product. This pulp is then converted into paper or packaging products.</p> <p>Usually integrated paper manufacturers in other countries have upstream access to forest towards sourcing of wood. In Bangladesh, locally sourced wood is procured from forest areas in Bandarban and Chittagong forest areas. However, the pulp available locally is not of high quality fit for commercial and industrial purposes.</p> <p>Per capita paper and board production in Bangladesh is ~3.5-4 kg, whereas the world average is 50 kg.<sup>252</sup> This shows that Bangladesh is still lagging behind the world in per capita paper production. Although, Bangladesh is producing sufficient paper for writing, printing and newsprint purposes, consumers are still dependent on imports for packaging material used in RMG, medicine and food items. This is because Bangladesh does not produce high quality pulp locally and while local raw material can meet local demand for basic paper and tissues, it does not satisfy the needs of</p>

<sup>247</sup> <http://emergingrating.com/wp-content/uploads/2017/09/Plastic-Industry-of-Bangladesh-Vol-I.pdf>

<sup>248</sup> *The Financial Express*. 2015. *Export-Oriented Plastic Industry of Bangladesh: Opportunities and Challenges*

<sup>249</sup> [http://en.banglapedia.org/index.php?title=Rubber\\_Industry](http://en.banglapedia.org/index.php?title=Rubber_Industry)

<sup>250</sup> <https://www.thedailystar.net/business/news/exports-prove-boon-paper-mills-1686010>

<sup>251</sup> *Paper Sector in Bangladesh: MMA Quader (2011)*

<sup>252</sup> *Paper Sector in Bangladesh: MMA Quader (2011)*

Sector	Description of raw materials, industrial linkages, and market access
Chemicals	<p>manufacturers in RMG, F&amp;B and pharmaceutical sectors, who are very particular about their paper quality. Paper packaging items are currently imported from Japan, South Korea, China, India and Indonesia.</p> <p>Chemicals sector comprises various products viz. (i) fertilizer, (ii) adhesives &amp; paints related products, and (iii) other chemicals. This sector exhibits annual growth trend of ~9%.<sup>253</sup> Chemicals sector acts as the downstream sector for various sectors such as agro based, shipbuilding, and heavy machineries. Adhesives and paints based products are consumed for household, commercial, and industrial purposes. At present, chemicals sector fulfils domestic demand and it is not export oriented. This sector is largely dominated by local traders who offer competitive price across the range of products.<sup>254</sup> Primary survey among industrial players reveals that owing to lack of technical know-how, lack of skilled manpower, and lack of quality laboratory facilities (research and testing) in this country, Chemicals sector is yet to shape up in Bangladesh and get ready for export oriented manufacturing.</p> <p>Urea is the major raw material for fertilizer production. Additives are added to Urea for manufacturing fertilizers. Basis primary survey, production of urea based fertilizer is controlled by GoB; current production of urea is not sufficient to meet local demand (demand is 2.5 million MT annual and local supply is only 1 million MT annual) and owing to the same, import of fertilizer is required. Private players are involved in adding micronutrients (NKPF) to urea in order to enhance the quality.</p> <p>Resin is the basic raw material for adhesive manufacturing, the same is imported. Downstream produces from adhesives are used in footwear, light engineering and construction sectors in the country. Large paints companies in Bangladesh are dependent on procuring raw materials through import from reputed empanelled vendors worldwide. Basis primary survey with industrial players, local (small and medium scale) chemicals manufacturers are dependent on importing resins from countries like India and South Asia.</p> <p>Outputs of Chlor Alkali and Hydrogen Peroxide are basic chemicals necessary for all industrial usage. Downstream products from these basic chemicals have demand across various sectors such as dyeing, textile, F&amp;B, Electrical &amp; Electronics, Steel, Leather, Pharmaceuticals, and Plastic. These inputs are primarily imported from India, China, and other Asian countries. Due to lack of integrated chemical manufacturing facilities in Bangladesh, this sector is import dependent.</p>
Non-metallic minerals	<p>Non-metallic minerals sector comprises of (a) glass, (b) ceramics, and (c) cement. This sector records an average annual growth trend of ~24%.<sup>255</sup> Manufacturing output from these sectors primarily caters to the domestic demand.</p>

<sup>253</sup> <http://www.thedailystar.net/supplements/painting-the-future-bright-1331338> <https://factsweek.com/160464/asia-textile-chemicals-market-is-projected-to-exhibit-a-cagr-of-7-6-from-2014-2020/>

<https://advancedtextilesource.com/2014/07/23/bangladesh-textile-chemicals-market-growth-continues/>

<sup>254</sup> [www.banglajol.info/index.php/jce/article/download/10178/7533](http://www.banglajol.info/index.php/jce/article/download/10178/7533)

<sup>255</sup> <http://www.thedailystar.net/supplements/overview-bangladeshs-ceramics-industry-1498489>

Sector	Description of raw materials, industrial linkages, and market access
	<p>Bangladesh glass and glassware sector is demonstrating healthy growth rate of ~20% annually. Main ingredient of glass industry is sand, although quality sand is imported from China and Egypt.<sup>256</sup> In addition, Bangladesh imports the other ingredients (like limestone, dolomite, feldspar, and other minerals) required for glass industry. Local sand deposits of Bangladesh are located at Balijuri, Shahjibazar, Maddhyapara, and Barapukuria.<sup>257</sup> Secondary research depicts that local glass sector caters to ~95% of the domestic demand; local glass companies are exporting products to South Asian countries (such as India, Nepal, Bhutan, and Sri Lanka).<sup>258</sup></p> <p>The domestic market for ceramic products, including tableware, tiles and sanitary ware, is worth about BDT 6,000 crore annually. According to Bangladesh Ceramics Manufacturers and Exporters Association (BCMEA), Bangladesh exported ceramic products worth BDT 585 crore last year.<sup>259</sup> Clay mining (main ingredient) is sourced locally from Mymensingh and Sylhet regions. Basis primary survey with industry sector players, for high quality products, Bangladesh is import dependent and other raw materials (minerals, adhesives, and chemicals) are being imported. This sector caters to ~85% of the domestic demand and export takes place to various countries (like India, large western economies).<sup>260</sup> Natural gas is used in the production process and owing to low Sulphur content in locally available natural gas, ceramics products look shiny and bright, which makes it adequate for export to large markets.<sup>261</sup></p> <p>Limestone is the major raw material for cement production. Limestone is processed to form clinker, on which additives are mixed and crushed to manufacture cement. For cement production in this country, end-to-end manufacturing is not available as Bangladesh doesn't have enough supply of limestone. Clinker (processed limestone) is being imported from countries such as India, China, and South East Asia. Coal is also imported, and fly ash is sourced locally. All the cement based industrial units are located adjacent to river to facilitate smooth logistics. Cement production in this country is primarily used for domestic consumption and minimal export takes place.</p>
Automobile and accessories	<p>With rising income levels in the country, Bangladesh's demand for automobiles is rising. The domestic market demand has been mostly satisfied by imports. Bangladesh is not present across the value chain of automobile industry due to lack of technological know-how and trained manpower. The country has been primarily dependent on assembling of automobile components; these components (completely knock down units) are being imported. Currently the passenger car import comprise of refurbished cars or re-used cars that are reconditioned in Bangladesh. Import of passenger cars has clocked USD 470 million (in 2019).</p> <p>However, with development of technological know-how automobile manufacturers are starting to manufacture vehicles at competitive prices locally and have also started targeting export markets. In the recent past several foreign entities expressed their intent to invest in Bangladesh. For</p>

<sup>256</sup> Secondary research and primary survey

<sup>257</sup> Banglapedia

<sup>258</sup> <http://www.thedailystar.net/news-detail-42940>

<sup>259</sup> <http://www.theindependentbd.com/post/227968>

<sup>260</sup> <http://www.thedailystar.net/supplements/overview-bangladeshs-ceramics-industry-1498489>

<sup>261</sup> <http://www.thedailystar.net/supplements/overview-bangladeshs-ceramics-industry-1498489>

Sector	Description of raw materials, industrial linkages, and market access
	<p>example, recently Ashok Leyland opened a new commercial vehicle assembly plant near Dhaka. Various assemblers of vehicles are joint-ventures with foreign entities to help bring in technology and parts. Examples include a partnership between Ashok Leyland and IFAD Autos Limited, and a partnership between Tata Motors and Nitol Niloy Group. Bangladesh has duty-free agreement with several countries due to which cars manufactured and exported from Bangladesh do not attract import duties. These cars can also attract local customers who are interested in buying new cars rather than refurbished cars.</p>
<p>Heavy Machinery, Iron, Steel and Metal</p>	<p>Bangladesh is one of Asia’s emerging steel markets having more than 400 steel, re-rolling and auto re-rolling mills. Most of steel manufacture in Bangladesh takes place in form of long steel products and MS bars used in construction of buildings. Majority of the steel and metal based industrial units in Bangladesh are re-rolling mills and they are located in Chittagong and Narayanganj areas, where downstream produces (steel and metal scraps) from ship breaking industry are readily available. As per discussions with leading steel manufacturers, Bangladesh currently produces more than 4 million tonnes of steel and production of this sector is expected to double by 2022.</p> <p>The value of chain of this sector involves mining of iron ore and converting it into pig iron inside blast furnace. This pig iron is converted into steel ingots by adding metals like magnesium, nickel etc. as per requirements of the final products. These steel ingots are then sent to rolling mills where they are converted into billets. Billets are then converted into final products in re-rolling mills.</p> <p>Due to absence of iron ore deposits, steel industry in Bangladesh is dependent on import of scraps and billets to produce final products. Bangladesh currently manufactures steel for its domestic consumption only, however due to capacity expansion by steel manufacturers, Bangladesh has also developed potential to export steel products. Heavy machineries are dependent on supply of metals and steel. However the skill and technology requisite for the same are not available in the country. Waterfront facilities are required for setting up of steel, metal, and heavy machinery manufacturing related industries in the country.</p>
<p>Electrical and Electronics</p>	<p>Electrical and electronics sector consists of various end products such as cables, electrical appliances, switches, white goods, electronics appliances and goods. This sector caters to both household requirements as well as industrial requirements in sectors such as shipbuilding, heavy machineries &amp; equipment, and light machinery. The market size of the electronics industry (including both industrial and consumer electronics) is around 4 billion USD in 2017 and is expected to reach around 12 billion USD by 2025.<sup>262</sup></p> <p>Raw materials for this sector is diversified and dependent on industrial linkages of various sectors. Products from plastic and rubber industries are used as base for production of switches and cables. Products from metal based industries are used for electrical wiring. Electronics sector has a fragmented value chain spread across various geographic locations. Spare parts of electronics sector (such as compressor, coil, and circuit) are</p>

<sup>262</sup> [https://www.hcidhaka.gov.in/pdf/Report\\_on\\_Consumer\\_Electronics\\_Industry\\_in\\_Bangladesh\(1\).pdf](https://www.hcidhaka.gov.in/pdf/Report_on_Consumer_Electronics_Industry_in_Bangladesh(1).pdf)

Sector	Description of raw materials, industrial linkages, and market access
	<p>sourced through import from India, China, Thailand, Singapore, and Malaysia. In addition to assembling of the spare parts, manufacturing of spare parts are also available in the country.<sup>263</sup></p> <p>The country's import in computer and telecommunication devices has been growing with negligible export. Growth in this sector is primarily attributed to the growing consumption pattern countrywide. Singapore, Malaysia, China, and India are the major supplier of spare parts and accessories. Major produces from this sector (such as electronic appliances like AC, fridge, TV, computer and peripherals; electrical fittings, cables, and lighting) are consumed locally. Electrical and Electronics products manufactured locally are comparatively cheaper as compared to the products being manufactured by large brands (such as Sony, Samsung, Hitachi). Walton is the major player in electronics segment in Bangladesh with a market share of ~70%-80%. Local manufacturers hold minuscule share of market and they fail to enjoy economies of scale. Since the output from this sector are cost beneficial as compared to the product offerings of international brands, this sector mostly caters to the domestic demand. Minimal export takes place to India, Africa, Nepal, and Sri Lanka.<sup>264</sup></p>
Ship Building and Ship Breaking	<p>Shipbuilding industry in Bangladesh is growing; exports earning from this sector in 2018 was USD 30 million, whereas in FY 2012-13 it was USD 5.73 million.<sup>265</sup> However, Bangladesh is still a net importer of end products of shipbuilding industry, with imports of USD 163.5 million in 2019.<sup>266</sup> The most imported items in Bangladesh are cruise ships, excursion boats, ferry boats, cargo boats; and light vessels, fire-floats, and dredgers. There are currently 300 shipyards operating in Bangladesh where 0.3 million people are employed.<sup>267</sup> Approximately 70% of the yards are located in and around Dhaka and Narayanganj along the side of the riverbanks of the Buriganga, Shitalakshya, and Meghna. About 20% of the shipyards are in Chittagong division located along the side of the Karnapuli River and 6% are located along the bank of Poshur River of Khulna division, and the remaining 4% are located in Barisal division. Almost all inland, coastal, and bay crossing ships are constructed and repaired locally in these local shipyards.<sup>268</sup></p> <p>Design stage is the first component in the value chain where the layout of the ship is finalized. Ship production is primarily dependent on using steel plates to manufacture the hull of the ship and installing engines, cables and machines inside the ship. Manufacturing of ship requires designing of ship and availability of power sources. Shipbuilding industry requires input from various other downstream industries such as light engineering, chemicals (paints and adhesives), and steel.</p> <p>At present, Bangladesh has limited participation at the design stage of the value chain, which requires skilled manpower. Bangladesh shipbuilders (due to lack of specialised skillset) are supplied with designs by foreign ship owners. From the input perspective, inputs such as steel plates, switch</p>

<sup>263</sup> Primary survey with industry players

<sup>264</sup> Primary Survey with industry players

<sup>265</sup> <https://thefinancialexpress.com.bd/trade/export-earnings-from-shipbuilding-soar-1513396358>

<sup>266</sup> ITC Trade Database

<sup>267</sup> <https://thefinancialexpress.com.bd/trade/export-earnings-from-shipbuilding-soar-1513396358>

<sup>268</sup> Japan Bangla Business Center. 2014. A Report on Shipbuilding Industry of Bangladesh.



Sector	Description of raw materials, industrial linkages, and market access
	<p>boards, steel cables, and power transformers, are procured locally, whereas engines are imported exclusively. With regard to steel, which is the primary input necessary for the industry, Bangladesh is import-dependent. This is because maximum steel rolling mills in Bangladesh are focussed towards producing long bars which have a higher demand from the construction industry and Bangladesh has a limited steel plate producing capacity.</p> <p>The coastline of Bangladesh is also conducive for setting up ship breaking industry which primarily requires cheap labour. Shipyards in India, Pakistan and Bangladesh comprise around 80% of global breaking and recycling market.<sup>269</sup> The biggest ship recycling yard out of these 3 countries is in Chittagong, which recycled 230 ships in 2017.<sup>270</sup> Basis primary interaction and sectoral research, it was understood that Bangladesh gets 60% of its steel supply from ship breaking industry, which is used in iron, steel, light engineering and equipment manufacturing industries.</p>
Petroleum products (including bottling)	<p>Petroleum sector in Bangladesh is exhibiting historical annual growth trend of 10%.<sup>271</sup> Bangladesh is a major importer of petroleum products. Based on the petroleum and petroleum based products (such as LPG, LNG, and polymers), gas refining, storage and bottling facilities have been developed in waterfront locations mostly located near the sea sides of the country.</p> <p>Based on extraction of crude oil, distillation and polymerization takes place to manufacture various downstream products such as lube oil, plastic, and rubber. Since there is no crude oil reserve in this country, Bangladesh is not present across the value chain of this sector. Crude oil is mostly being imported from gulf countries. Setting up of oil refineries is highly capital intensive and it involves usage of advanced technologies and heavy machineries. Further, highly skilled and specialized manpower is essential towards smooth functioning of this sector. Basis primary survey with industry players, Bangladesh lacks in terms of availability of highly skilled manpower; as a result of which, Bangladesh is present in less technologically challenging aspects in the value chain of this sector. There are various local players manufacturing lube oil and blended oil which are primarily consumed in sectors such as automobile, heavy engineering, and light machinery. LPG based cylinders are bottled in cylinders for industrial, commercial, and domestic supply. This sector caters to the local demand and not export oriented.</p>
Pharmaceuticals	<p>Pharmaceuticals is one of the most popular industry sector in the country. Bangladeshi pharmaceutical industry is growing very fast meeting 98% of domestic demand and posting a 27% growth in export earnings. In 2018, the country's domestic pharmaceutical market size stood at BDT 20,511.8 crore with 15.6% CAGR for the last five years.<sup>272</sup> The sector is expected to grow at 15% year-on-year to reach \$5.11 billion by 2023, propelled by high investment by local companies as they seek to grab a bigger share of the global market.</p>

<sup>269</sup> <http://www.atimes.com/article/shipbreaking-asia-profit-price/>

<sup>270</sup> <http://www.atimes.com/article/shipbreaking-asia-profit-price/>

<sup>271</sup> <http://fpd-bd.com/wp-content/uploads/2016/10/Research-Report-on-Energy-Sector-of-Bangladesh-Initiation-Mar-15-11.pdf>

<sup>272</sup> <https://www.dhakatribune.com/business/2019/08/22/bangladesh-pharmaceutical-industry-blooms-bigger>

Sector	Description of raw materials, industrial linkages, and market access
	<p>Pharmaceuticals is a highly research and development oriented industry where regulatory aspects (like drug laws, patent issues, and affiliation with drug agencies) play key role. From basic chemicals and other products (like herbal contents), APIs are manufactured. APIs are the key ingredients for drug manufacturing.</p> <p>APIs of Pharmaceutical sector is sourced through import owing to quality issues and lack of API manufacturing ecosystem in the country. Basis primary survey, Bangladesh has commenced API manufacturing, but the production is not sufficient to cater to the economies of scale (~10% APIs are locally sourced). Also, owing to lack of educational ecosystem and lack of research facilities, Bangladesh is limited in R&amp;D and sourcing of skilled technicians in this sector. Chemicals and various ingredients of drug are imported (from various markets spread across USA, Europe, and Asia) and end products (drugs) are being manufactured in this country.</p> <p>Dhaka and the surrounding region has evolved as a hub for pharmaceutical manufacturing with majority of the pharmaceutical units are located in this region. Basis primary survey with industry players, lack of adequate educational system related to pharmaceutical sector and availability of skilled human resources are major challenges that this sector is facing. End products of this industry primarily caters to domestic demand and minuscule export takes place (mostly to Africa and LDC countries).</p>
Light Machinery, Equipment and Furniture	<p>This sector involves production of mechanical equipment, agricultural machinery, bicycles, and furniture. Produces from this sector is predominantly used for catering to domestic demand.</p> <p>This is an important industry in Bangladesh as it provides backward and forward linkages to all other industries. Light machinery sector provides support for operation and maintenance of heavy machines through production of spare parts, castings, moulds, dies, fittings etc. As per information provided by BIDA there are currently 40,000 light engineering units/workshops scattered across Bangladesh. These industries develop in vicinity of industrial clusters in order to provide support to large scale capital intensive factories requiring heavy machinery. Products manufactured by this sector can be made out of rubber, ceramics, metals or plastic. Exporters from countries like China, Japan and Korea are developing light engineering facilities in Bangladesh in order to cater to export market.</p> <p>Raw materials are steel scraps, components of plastic and rubber, and wood. Basis primary interaction, we were informed that steel scrap is sourced primarily from ship breaking industries (located in Chittagong and Narayanganj). Other raw materials (such as articles made of plastic and rubber) are sourced locally; Bangladesh doesn't produce good quality wood required for manufacturing of furniture. Since, wood available in Bangladesh are high in moisture and fibre content and is not fit for processing.</p> <p>Bicycle sector in Bangladesh participates in the entire value chain (assembling and manufacturing). Manufacturers focused on export are completely import dependent for raw material sourcing. According to them, quality raw material fit for export is not available locally. However, majority of manufacturers are focused on catering to domestic demand.</p>

## 15.11. Annexure 11 – Respondents’ Profile: Primary Survey

Sl. No.	Name of Company	Sector	Origin	Contact Number	Email ID
1	Alliance leather Goods foot wear	Leather and Leather products	Domestic	01713387500, 01712046046	N/A
2	M/S Irrove Leather ltd.	Leather and Leather products	Domestic	1817547460	N/A
3	Hamko Corporation Ltd.	Leather and Leather products	Domestic	01709-817764	rekha@hamko.com.bd
4	M/S. Sonali Hides	Leather and Leather products	Domestic	01711-522570	N/A
5	Proyron Tannery	Leather and Leather products	Domestic	01911-341016	N/A
6	Rumi Leather	Leather and Leather products	Domestic	01675-867225	N/A
7	M/S. Pubali Tannery	Leather and Leather products	Domestic	01712-105574	N/A
8	Tan Trade BD Ltd.	Leather and Leather products	Domestic	01819-284161	N/A
9	Arafat leather	Leather and Leather products	Domestic	01622-370912	N/A
10	Coritan International	Leather and Leather products	Domestic	01316-308567	coritan73@gmail.com
11	Samata Leather Complex Ltd.	Leather and Leather products	Domestic	01711-391183	ali.romzan@gmail.com
12	Progressive leather & Footwear Co.	Leather and Leather products	Domestic	01711-532703	fazlulmukit@gmail.com
13	Phonix leather	Leather and Leather products	Domestic	01815-200985	N/A
14	Fresh Paper	Paper and Packaging	Domestic	1701205902	N/A
15	Unicorn ind ltd.	Paper and Packaging	Domestic	1847337292	jahirul.islam@uilbd@com
16	Bangladesh Progressive Enterprise press ltd.	Paper and Packaging	Domestic	28891807	bpepltd@gmail.com
17	Bangla Yuncheng Plate Making Company Ltd.	Paper and Packaging	Domestic	1715744164	N/A

Sl. No.	Name of Company	Sector	Origin	Contact Number	Email ID
18	Aman Pakinging & Asse ltd	Paper and Packaging	Domestic	1713756565	jayed.fa@amangroupbd.com
19	Belal printing press	Paper and Packaging	Domestic	1710972743	N/A
20	Sajib label & foil printing	Paper and Packaging	Domestic	1919023804	sajibprinting.bd@gmail.com
21	National Mationaries	Paper and Packaging	Domestic	198995868	N/A
22	BISMILLAH Ato printing press	Paper and Packaging	Domestic	1768790186	N/A
23	SM Paper ltd	Paper and Packaging	Domestic	1963901286	N/A
24	Paper and pakaging AKH	Paper and Packaging	Domestic	1630632214	N/A
25	karnafuly printers	Paper and Packaging	Domestic	1818859808	N/A
26	Bule Recycle Harsam paper	Paper and Packaging	Domestic	1799985653	N/A
27	SM Carton & Accessories Ltd.	Paper and Packaging	Domestic	01678036304	N/A
28	Modern Perfumery & Chemical	Chemicals	Domestic	1716794690	N/A
29	Remo Chemicals Limited	Chemicals	Domestic	1714022235	info@remochemical.com
30	Orient Chemicals	Chemicals	Domestic	01711-523203	N/A
31	Madiha Chemicals	Chemicals	Domestic	01710-507118	madihachemicals@gmail.com
32	One Solar Power	Chemicals	Domestic	1960013062	N/A
33	Rony Perfumes & Chemicals	Chemicals	Domestic	1675747479	hossain7474@gmail.com
34	Kamal Chemical & perfumery	Chemicals	Domestic	1745986666	kamal_chemicals@yahoo.com
35	ACI	Chemicals	Domestic	28878603	tarekaci@gmail.com
36	Remo Chemicals Limited	Chemicals	Domestic	1714022235	info@remochemical.com
37	Hagi Perfumery & Chemicals	Chemicals	Domestic	1713012488	gtirepon@hotmail.com
38	Anan Chemical Industries Limited	Chemicals	Domestic	N/A	N/A
39	Joyson Segway Glass Ltd	Non-metallic industries	Domestic	1713080446	admin@jaysonbd.com
40	Partex Furniture Ltd.	Non-metallic industries	Domestic	1634106293	rashed.partex@gmail.com

Sl. No.	Name of Company	Sector	Origin	Contact Number	Email ID
41	Jonaki Scientific Store	Non-metallic industries	Domestic	1715315133	jonakiscientific@gmail.com
42	Progoti Scientific Company	Non-metallic industries	Domestic	1715401176	progotisci@gmail.com
43	Al-Madina Scientific Centre	Non-metallic industries	Domestic	1716338955	almadinascientific@gmail.com
44	New Khan Furniture	Non-metallic industries	Domestic	1716124274	N/A
45	New Lamiya Furniture	Non-metallic industries	Domestic	1710501048	N/A
46	Janata Furniture	Non-metallic industries	Domestic	1726835195	N/A
47	Sathi Furniture Mart	Non-metallic industries	Domestic	1711281401	N/A
48	A Class Furniture	Non-metallic industries	Domestic	1640895956	N/A
49	Abbas & Brothers	Non-metallic industries	Domestic	1677235616	N/A
50	M/S Ma Furniture	Non-metallic industries	Domestic	1924871565	N/A
51	International Metal Industries	Heavy Industries (Iron/steel)	Domestic	1683583893	bashirgazi2@gmail.com
52	Rahim Super Extreme Ltd.	Heavy Industries (Iron/steel)	Domestic	1736790881	info@rahimgroup.org
53	Ferro Alloy company (Pvt) Ltd	Heavy Industries (Iron/steel)	Domestic	1736790881	info@rahimgroup.org
54	Rahim Steel Mills Company(Pvt) Ltd	Heavy Industries (Iron/steel)	Domestic	1736790881	info@rahimgroup.org
55	Carbon Bangladesh Ltd	Heavy Industries (Iron/steel)	Domestic	1736790881	info@rahimgroup.org
56	Diamond Steel Products company(Pvt)Ltd.	Heavy Industries (Iron/steel)	Domestic	1736790881	info@rahimgroup.org
57	S.Alam Cold Rolled Steels Ltd	Heavy Industries (Iron/steel)	Domestic	1554339582	hrd@s.alamgroupbd.com
58	S.Alam Galco Steels Ltd	Heavy Industries (Iron/steel)	Domestic	1554339582	hrd@s.alamgroupbd.com
59	S.Alam Steels ltd	Heavy Industries (Iron/steel)	Domestic	1554339582	hrd@s.alamgroupbd.com
60	Sonargaon Steels Ltd	Heavy Industries (Iron/steel)	Domestic	1736790881	info@rahimgroup.org
61	Dream Hunter-6 International	Heavy Industries (Iron/steel)	Domestic	1719825518	cheerscaffeebd@gmail.com

Sl. No.	Name of Company	Sector	Origin	Contact Number	Email ID
62	PHP NOF Continous Galvanizing Mills Ltd	Heavy Industries (Iron/steel)	Domestic	031-632316	N/A
63	Universal Steel & Metro industries	Heavy Industries (Iron/steel)	Domestic	1711131166	N/A
64	Anik Metal Industries	Heavy Industries (Iron/steel)	Domestic	1954380344	N/A
65	Ispahani Food Ltd.	Food and Beverage	Domestic	1937900062	info@ispahanifoods.com
66	Shezan/Sajeed Ltd	Food and Beverage	Domestic	1711763088	alam.hrm@sajeedgroup.com
67	Nocilla Sajeed Ltd	Food and Beverage	Domestic	1711763088	alam.hrm@sajeedgroup.com
68	Hulk Sajeed Ltd	Food and Beverage	Domestic	1711763089	alam.hrm@sajeedgroup.com
69	Wings Sajeed Ltd	Food and Beverage	Domestic	1711763088	alam.hrm@sajeedgroup.com
70	Al-Nasir sweets	Food and Beverage	Domestic	01761-942332	alnasersweets2006@gmail.com
71	mahan chan grand sons	Food and Beverage	Domestic	01754-577958	N/A
72	Globe Soft Drinks & Ast Beverage Ltd.	Food and Beverage	Domestic	01714-071985	mainul@glibe-uro.com
73	Globe Biscuit & Dairy Milks	Food and Beverage	Domestic	01714-071985	mainul@glibe-uro.com
74	Polar Ice Cream Company Ltd.	Food and Beverage	Domestic	01924-732729	N/A
75	Parex Group	Food and Beverage	Domestic	01921-581256	N/A
76	A.T Haque Ltd	Food and Beverage	Domestic	01988-808055	probir.roy@athaque.com
77	Ispahani Food Ltd.	Food and Beverage	Domestic	1937900062	info@ispahanifoods.com
78	ACI(Advance Camicals Industries)	Pharmaceuticals	Domestic	28878603	N/A
79	Incepta Pharmaceuticals Ltd.	Pharmaceuticals	Domestic	1916923792	N/A
80	General Pharmaceuticals Ltd.	Pharmaceuticals	Domestic	1754676879	N/A
81	Delta Pharma Ltd.	Pharmaceuticals	Domestic	1738490322	N/A
82	Jayson Pharmaceuticals Ltd.	Pharmaceuticals	Domestic	01713080446	admin@jaysonbd.com
83	Aristopharma Ltd.	Pharmaceuticals	Domestic	01757697256	factory@aristopharma.com

Sl. No.	Name of Company	Sector	Origin	Contact Number	Email ID
84	Glob Pharmaceuticals Ltd.	Pharmaceuticals	Domestic	01714071985	mainul@globe-uro.com
85	Millat Pharmaceuticals Ltd.	Pharmaceuticals	Domestic	01715298830	mahfuzz@yahoo.com
86	Proximo Health Solution Ltd.	Pharmaceuticals	Domestic	01985550920	prasantokumar530@gmail.com
87	Nipro JMI Pharma Ltd.	Pharmaceuticals	Domestic	0255138726	N/A
88	Pacific Pharmaceuticals Ltd.	Pharmaceuticals	Domestic	01621764780	N/A
89	Machine Ghor	Light Eng./Light Machinery	Domestic	01747942098, 02-47113623	skabir13@gmail.com
90	Binimoy Engineering Workshop	Light Eng./Light Machinery	Domestic	01711709223, 01913389541, 02-47111636	binimoyeng@gmail.com
91	Khan Engineering Workshop	Light Eng./Light Machinery	Domestic	1742803026	N/A
92	Bionic Engineering	Light Eng./Light Machinery	Domestic	01712226058, 9578276	bionic_engineering@gmail.com
93	Md. Sazzad Hossain Engineering Workshop	Light Eng./Light Machinery	Domestic	1819149439	N/A
94	Abul gas kit & Engineering Workshop	Light Eng./Light Machinery	Domestic	717470	N/A
95	Shimantho Enterprice	Light Eng./Light Machinery	Domestic	01711179568, 47118184	N/A
96	habib engineering works	Light Eng./Light Machinery	Domestic	01711662579, 01913465181	N/A
97	Choudhury Engineering works	Light Eng./Light Machinery	Domestic	01911457368, 01915536688	N/A
98	Asion Tools	Light Eng./Light Machinery	Domestic	1700733259	safder@asiantoolsbd.com
99	Emtiaj Engineering cutting bending works	Light Eng./Light Machinery	Domestic	01715035625, 01975035625	emtiaj42@gmail.com
100	Moon Engineering workshop	Light Eng./Light Machinery	Domestic	01716178021, 01922009579	mohon2017@gmail.com
101	M/S Aslam Engineering works	Light Eng./Light Machinery	Domestic	01621149377, 01724738050	N/A

Sl. No.	Name of Company	Sector	Origin	Contact Number	Email ID
102	Janata Machinery store	Light Eng./Light Machinery	Domestic	1976600008	janata176@gmail.com
103	Jare alam engineering works	Light Eng./Light Machinery	Domestic	1715164560	N/A
104	Cheaney Shoes	Leather and Leather products	UK	N/A	N/A
105	Aero Leather Clothing Ltd.	Leather and Leather products	UK	N/A	N/A
106	Bata Shoe Company (Bangladesh) Ltd	Leather and Leather products	Switzerland	+88029810501-5	bata518@batabd.com
107	Packman Bangladesh Limited	Paper and Packaging	India	+880 9602-666601	N/A
108	Tetra Pak	Paper and Packaging	Switzerland	+91033 2215 5286	sohel.rasool@tetrapak.com
109	Tamil Nadu Newsprint And Papers Ltd.	Paper and Packaging	India	22301094-97/ 22354415-16/ 22354418	invest_grievances@tnpl.co.in
110	JK Paper Ltd.	Paper and Packaging	India	220228/ 220278/ 220279	sharesjkpaper@jkmil.com
111	Deccan Fine Chemicals India Private Limited	Chemicals	India	91-04043459970	sangeetha.iyer@deccanchemicals.com
112	Galaxy Surfactants Ltd.	Chemicals	India	27616666	investorservices@galaxysurfactants.com
113	Coromandel International Ltd.	Chemicals	India	66997000/ 66997300/ 66997500	investorsgrievance@coromandel.murugappa.com
114	Jg Summit Petrochemical Corporation	Chemicals	Philippines	(02) 397 3200	N/A
115	Pilipinas Kao Inc	Chemicals	Philippines	(082) 822-2094-97	N/A
116	Asahi India Glass Ltd.	Non Metallic Minerals	India	49454900	investorrelations@aisglass.com
117	Wonder Cement Limited	Non Metallic Minerals	India	91-01463260151	corp.sect@wondercement.com
118	Royal Ceramics Lanka Plc	Non-metallic minerals	Sri Lanka	94-0114799400	ho.gen@rcl.lk
119	Tkc Metals Corporation	Heavy Machinery, Iron, Steel & Metal	Philippines	63-2864-0734,+63-2864-0736	corporateservices@tkcmetals.com.ph
120	Tong Cong Ty Thiep Viet Nam-Ctcp (Vietnam	Heavy Machinery, Iron, Steel & Metal	Vietnam	84-24-38561767	vanphong@vnsteel.vn



Sl. No.	Name of Company	Sector	Origin	Contact Number	Email ID
	Steel Corporation (Ha Noi (municipality))				
121	Cong Ty Co Phan Thiep Nam Kim (Công Ty Cổ Phần Thép Nam Kim)	Heavy Machinery, Iron, Steel & Metal	Vietnam	84-274-3748-848,+84-274-3799-799	congbothongtin@namkingroup.vn
122	Pt Gunung Raja Paksi Tbk	Heavy Machinery, Iron, Steel & Metal	Indonesia	62-21-890-0111,+62-21-890-0222	gsg@gunungsteel.com
123	Carson Cumberbatch Plc	Food and Beverage	Sri Lanka	94-112039200	carsons@carcumb.com
124	Bukit Darah Plc	Food and Beverage	Sri Lanka	94-114739200	carsons@carcumb.com
125	EID Parry India Ltd.	Food and Beverage	India	25306789	investorservices@parry.murugappa.com
126	Indian Potash Limited	Food and Beverage	India	91-04442160090,+91-04428297855	rajeshkumar@potindia.com
127	Integrated Food & Beverage Pvt. Ltd.	Food and Beverage	India	028818327	manishdirector@pepsico.com
128	Sun Pharmaceutical Industries Ltd.	Pharmaceuticals	India	6615500/ 6615600/ 6615700	secretarial@sunpharma.com
129	Aurobindo Pharma Ltd.	Pharmaceuticals	India	23736370/ 23747340/	info@aurobindo.com
130	Lupin Ltd.	Pharmaceuticals	India	66402323	info@lupin.com;
131	Chemanex Plc	Pharmaceuticals	Sri Lanka	94-0112326845,+94-0112326848	cnx@chemanex.lk
132	Agro Tech Foods (Bangladesh) Pvt. Ltd.	Light Machinery and Equipment & Furniture	India	9650298306	"pradipghosh.chaudhuri@atfoods.com,
133	Gesco Healthcare Bangladesh Private Limited	Light Machinery and Equipment & Furniture	India	01710827485, 01909452947	N/A
134	Electro Meter Bangladesh	Light Machinery and Equipment & Furniture	India	01841345180	abhikdas8@rediffmail.com

## 15.12. Annexure 12 – Gross Value Added of Manufacturing Sector in Bangladesh

BSIC Code	Category	Gross Value Added (‘000 BDT) 2012	Estimated Gross Value Added (‘000 BDT) 2019#
10	Food products	173,959,169	307,932,474
11	Beverages	13,563,935	24,010,094
12	Tobacco products	24,103,009	41,308,322
13	Textiles	219,728,433	516,934,316
14	RMG	555,979,580	1,308,000,607
15	Leather & related products	22,180,319	35,616,745
16	Wood products & cork, except furniture; articles of straw & plaiting materials	2,305,861	3,951,841
17	Paper products	15,690,942	27,896,721
18	Printing and reproduction of recorded media	4,862,787	8,645,486
19	Coke & refined petroleum products	1,309,369	3,422,638
20	Chemical products	37,247,914	60,935,216
21	Pharmaceuticals, medicinal chemical & botanical products	33,880,955	66,024,396
22	Rubber & plastics products	16,903,205	27,142,853
23	Other non-metallic mineral products	110,552,682	229,525,073
24	Basic metals	216,992,159	378,805,097
25	Fabricated metal products, except machinery & equipment	22,258,815	38,857,407
26	Computer, electronic & optical products	10,776,985	23,824,480
27	Electrical equipment	41,146,392	90,961,564
28	Machinery & equipment n.e.c.	3,912,336	6,829,799
29	Motor vehicles, trailers & semi-trailers	9,970,559	27,452,407
30	Transport equipment	10,290,836	28,334,241

BSIC Code	Category	Gross Value Added (‘000 BDT) 2012	Estimated Gross Value Added (‘000 BDT) 2019#
31	Furniture	11,321,651	22,062,695
32	Other manufacturing	3,497,927	6,816,470
33	Repair and installation of machinery and equipment	459,602	895,634
34	Recycling	51,653	100,657
<b>Total</b>		<b>1,562,947,075</b>	<b>3,286,287,235</b>

# Estimated for 2019

Source: Bangladesh Bureau of Statistics, Survey of Manufacturing Industries (2012) Table 5.2.2 (Page 35)

Based on the above table, following list of Gross Value Added for the initial bucket list of industries has been developed.

Industry Sectors	Gross Value Added (In BDT Mn) at 2012	Estimated Gross Value Added (‘000 BDT) at 2019#
Textiles and RMG	775,708	1,776,485
Food & Beverages	187,523	331,943
Agro based products	24,103	41,308
Leather and Leather Products	22,180	35,617
Plastic and Rubber	16,903	27,143
Paper and Packaging	17,997	32,589
Chemicals	37,248	61,505
Non-Metallic Minerals	110,553	229,525
Auto and Automobile Accessories	20,261	56,757
Heavy Machinery, Iron & Steel and Metals	239,251	421,530
Electrical & Electronics	51,923	117,861
Ship Building and Ship Breaking	511	1,052
Petroleum Products including Bottling	1,309	3,393
Pharmaceuticals	33,881	67,225

Industry Sectors	Gross Value Added (In BDT Mn) at 2012	Estimated Gross Value Added ('000 BDT) at 2019#
Light Machinery and Equipment & Furniture	18,732	36,503

# Estimated for 2019

## 15.13. Annexure 13 – Estimation of Industrial Growth Rate

### Methodology for assessment of COVID 19 Impact on Industry Growth Rates:

- Step-1: In the first step, impact of COVID 19 on every industry was assessed on various parameters such as industry inputs, domestic and international market, and trade, and possible impact on each industry was rated on a scale of 5.
- Step-2: In second step, growth rates of every industry were decreased in the ratio of the rating received through impact assessment exercise. The World Bank revised growth rate estimates for Bangladesh's industrial sector along with the ratings received were used to calculate the dips in growth rates of every industry

Industry	2019	2020	2021	2022	2023	2024	2025
Textiles and RMG	10.00%	-0.10%	0.83%	2.83%	4.31%	5.89%	8.00%
Food & Beverages	8.50%	5.96%	6.41%	7.41%	8.16%	8.95%	10.00%
Agro based products	8.00%	6.38%	7.39%	7.84%	8.17%	8.53%	9.00%
Leather and Leather Products	7.00%	1.53%	2.26%	3.86%	5.05%	6.32%	8.00%
Plastic and Rubber	7.00%	3.15%	3.70%	4.90%	5.79%	6.74%	8.00%
Paper and Packaging	10.00%	5.96%	7.06%	8.16%	8.97%	9.84%	11.00%
Chemicals	8.00%	1.53%	2.83%	4.83%	6.31%	7.89%	10.00%
Non-Metallic Minerals	11.00%	2.68%	3.96%	6.76%	8.84%	11.05%	14.00%
Auto and Automobile Accessories	17.00%	3.26%	4.24%	7.24%	9.47%	11.84%	15.00%
Heavy Machinery, Iron & Steel and Metals	9.00%	1.72%	2.83%	4.83%	6.31%	7.89%	10.00%
Electrical & Electronics	15.00%	2.87%	4.24%	7.24%	9.47%	11.84%	12.00%
Ship Building and Ship Breaking	12.00%	7.15%	6.41%	7.41%	8.16%	8.95%	10.00%
Petroleum Products including Bottling	14.00%	2.68%	3.68%	6.28%	8.21%	10.26%	13.00%
Pharmaceuticals	12.00%	9.57%	9.85%	10.45%	10.89%	11.37%	12.00%
Light Machinery and Equipment & Furniture	15.00%	7.09%	8.32%	11.02%	13.02%	15.16%	18.00%

Industry	2026	2027	2028	2029	2030	2031	2032
Textiles and RMG	9.63%	9.64%	8.00%	8.00%	8.00%	8.00%	8.00%
Food & Beverages	10.82%	10.82%	10.00%	10.00%	10.00%	9.00%	9.00%
Agro based products	10.41%	10.41%	10.00%	10.00%	10.00%	8.00%	8.00%
Leather and Leather Products	9.31%	9.31%	8.00%	8.00%	8.00%	7.00%	7.00%
Plastic and Rubber	8.98%	8.98%	8.00%	8.00%	8.00%	7.00%	7.00%
Paper and Packaging	10.82%	10.82%	10.00%	10.00%	10.00%	10.00%	10.00%
Chemicals	9.31%	9.31%	8.00%	8.00%	8.00%	8.00%	8.00%
Non Metallic Minerals	13.96%	13.97%	12.00%	12.00%	12.00%	12.00%	12.00%

Industry	2026	2027	2028	2029	2030	2031	2032
Auto and Automobile Accessories	17.45%	17.46%	15.00%	15.00%	15.00%	15.00%	15.00%
Heavy Machinery, Iron & Steel and Metals	10.47%	10.48%	9.00%	9.00%	9.00%	9.00%	9.00%
Electrical & Electronics	13.96%	13.97%	12.00%	12.00%	12.00%	12.00%	12.00%
Ship Building and Ship Breaking	10.82%	10.82%	10.00%	10.00%	10.00%	10.00%	10.00%
Petroleum Products including Bottling	15.12%	15.13%	13.00%	13.00%	13.00%	13.00%	13.00%
Pharmaceuticals	12.49%	12.49%	12.00%	10.00%	10.00%	10.00%	10.00%
Light Machinery and Equipment & Furniture	20.21%	20.21%	18.00%	15.00%	15.00%	15.00%	15.00%

Industry	2033	2034	2035	2036	2037	2038	2039
Textiles and RMG	8.00%	8.00%	8.00%	8.00%	8.00%	8.00%	8.00%
Food & Beverages	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
Agro based products	8.00%	8.00%	8.00%	8.00%	8.00%	8.00%	8.00%
Leather and Leather Products	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%
Plastic and Rubber	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%
Paper and Packaging	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
Chemicals	8.00%	8.00%	8.00%	8.00%	8.00%	8.00%	8.00%
Non Metallic Minerals	12.00%	12.00%	12.00%	11.00%	11.00%	11.00%	11.00%
Auto and Automobile Accessories	15.00%	15.00%	15.00%	15.00%	15.00%	15.00%	15.00%
Heavy Machinery, Iron & Steel and Metals	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
Electrical & Electronics	12.00%	12.00%	12.00%	12.00%	12.00%	12.00%	12.00%
Ship Building and Ship Breaking	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
Petroleum Products including Bottling	13.00%	13.00%	13.00%	13.00%	13.00%	13.00%	13.00%
Pharmaceuticals	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
Light Machinery and Equipment & Furniture	15.00%	15.00%	15.00%	15.00%	15.00%	15.00%	15.00%

Industry	2040	2041	2042	2043	2044	2045
Textiles and RMG	8.00%	8.00%	8.00%	8.00%	8.00%	8.00%
Food & Beverages	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
Agro based products	8.00%	8.00%	8.00%	8.00%	8.00%	8.00%
Leather and Leather Products	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%

<b>Industry</b>	<b>2040</b>	<b>2041</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>	<b>2045</b>
Plastic and Rubber	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%
Paper and Packaging	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
Chemicals	8.00%	8.00%	8.00%	8.00%	8.00%	8.00%
Non Metallic Minerals	11.00%	11.00%	11.00%	11.00%	11.00%	11.00%
Auto and Automobile Accessories	15.00%	15.00%	15.00%	15.00%	15.00%	15.00%
Heavy Machinery, Iron & Steel and Metals	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
Electrical & Electronics	12.00%	12.00%	12.00%	12.00%	12.00%	12.00%
Ship Building and Ship Breaking	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
Petroleum Products including Bottling	13.00%	13.00%	13.00%	13.00%	13.00%	13.00%
Pharmaceuticals	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
Light Machinery and Equipment & Furniture	15.00%	15.00%	15.00%	15.00%	15.00%	15.00%

## 15.14. Annexure 14 – Assumption Related to Investment Inflow

### Greenfield Investment Inflow:

In developing countries, Greenfield investment inflow is 57.85% of total investment inflow.

Source:

[http://documents.worldbank.org/curated/en/628261468781753575/110510322\\_20041117173021/additional/325780wps3192.pdf](http://documents.worldbank.org/curated/en/628261468781753575/110510322_20041117173021/additional/325780wps3192.pdf)

### GDP share of influence region of Araihaazar EZ in Dhaka Division as a proxy of Investment share with respect to the country:

District	Total GDP (Estimated 2018) in Mn USD in Current USD
Narayanganj	7,739
Dhaka	38,240
Gazipur	8,259
Munshiganj	5,422
Narsingdi	4,431
Bangladesh	262,512
Contribution of Dhaka division	<b>24.4%</b>

Source: [http://www.plancomm.gov.bd/wp-content/uploads/2015/02/15\\_Lagging-Regions-Study.pdf](http://www.plancomm.gov.bd/wp-content/uploads/2015/02/15_Lagging-Regions-Study.pdf), and World Bank Database.

### Incremental Capital Investment to Value Addition

Industry Sectors	Fixed Asset to Value added ratio	Total Fixed Assets (In BDT Mn) <sup>#</sup>	Gross Value added (In BDT Mn) <sup>#</sup>
Textiles and RMG	0.74	1,313,004	1,776,485
Food & Beverages	0.84	280,013	331,943
Agro based products	0.45	18,756	41,308
Leather and Footwear	1.29	45,917	35,617
Plastic and Rubber	0.98	26,609	27,143
Paper and Packaging	1.05	34,065	32,589
Chemicals	1.40	86,299	61,505
Non-Metallic Minerals	0.80	92,224	229,525
Auto and Automobile Accessories	0.67	38,266	56,757
Heavy Machinery, Iron & Steel and Metals	0.47	197,544	421,530
Electrical, Electronics and ICT	0.48	57,091	117,861
Ship Building and Ship Breaking	0.63	667	1,052
Petroleum Products including Bottling	1.71	5,805	3,393
Pharmaceuticals	2.05	137,662	67,225
Light Machinery and Equipment & Furniture	0.76	37,625	49,827

<sup>#</sup>Estimated till 2019

Source: Survey of Manufacturing Industries 2012



## 15.15. Annexure 15 - Sub-Sector/Product Assessment

Sector	Sub-sector/product	Regional/EZ overview	Recommendation
Food & Beverages	Ready to eat (Biscuit, Jam, Chips, processed food, etc.)	<ul style="list-style-type: none"> <li>The region is rich in fruits, vegetables and other agricultural produces along with potato and this will ensure uninterrupted supply for raw material for few of the industries.</li> <li>As economic zone is adjacent to River Meghna it will fulfill industry requirement of water, which is one of the critical requirements of the sector</li> <li>Located in close proximity of Dhaka and Narayanganj which is a major consumption hub for the ready to eat products</li> </ul>	Ready to eat/ Beverage Manufacturing
	Tea Processing	<ul style="list-style-type: none"> <li>As tea processing plant are placed close to tea producing areas to have better access to raw material. Subject site is located far from tea producing areas which makes site unviable for the tea processing industry</li> </ul>	
	Beverage Manufacturing	<ul style="list-style-type: none"> <li>Since banana, green coconut, mango and jackfruit are majorly available here, the input for this industry is not a challenge.</li> <li>Water, the basic ingredient for beverage industry is adjacent to the proposed EZ at the River Meghna</li> <li>Located in close proximity to Dhaka which is major consumption center of country</li> </ul>	
	Fishery and seafood	<ul style="list-style-type: none"> <li>Procurement of raw material across year would be challenge for industries</li> </ul>	
	Dairy Product	<ul style="list-style-type: none"> <li>Procurement of raw material will be challenge since this region is not a milk surplus producing area</li> </ul>	
Leather and leather products	Leather processing	<ul style="list-style-type: none"> <li>The tanneries are present at Dhaka region which is 64 km away from the proposed EZ and the proposed</li> <li>Establishing standalone leather processing industry will not be an environmentally friendly</li> </ul>	Leather products
	Finished product (Shoes, purse, belt etc.)	<ul style="list-style-type: none"> <li>The EZ has good access to the consumption markets like Dhaka and Chittagong.</li> <li>Backward linkages to this sub sector such as processed leather plastic, rubber, chemicals, and petroleum products are present in Dhaka and can be easily procured</li> </ul>	

		<ul style="list-style-type: none"> <li>Narayanganj, Dhaka district also hosts large number of TVET institutions and hence can source the skilled manpower in this sector.</li> </ul>	
Pharmaceuticals	Active Pharmaceutical Ingredient	<ul style="list-style-type: none"> <li>Development of API park in Munshiganj (~55km) will create a hub for raw material needed in pharmaceutical industry, which can be easily procured by pharma firms in EZ</li> <li>Connectivity to Munshiganj will provide advantage in terms of access to raw material.</li> <li>A large market for pharmaceutical products are in the north-east India, and can be exported via the Akhura land port (~116 km)</li> <li>Hence this sub-sector is conducive for this EZ</li> </ul>	Active Pharmaceutical Ingredient
	Manufacturing of generic and patented drugs	<ul style="list-style-type: none"> <li>Lack of drug research institutes/laboratories in the proximity distance</li> </ul>	
Non-metallic minerals	Ceramic	<ul style="list-style-type: none"> <li>Clay (main ingredient) is sourced locally from Mymensingh (~145km from proposed EZ).</li> <li>Hence procurement of raw material might increase the logistics cost to the manufacturer</li> </ul>	Cement/Glass
	Cement	<ul style="list-style-type: none"> <li>For manufacturing of cement, the basic prerequisite is to have a waterfront access which facilitates smooth logistics and supply of raw materials. Water frontage is available adjacent to the proposed EZ.</li> <li>Reserves of limestone are found in the proximity of the proposed EZ, and hence represents opportunity for the development of this industry</li> <li>Prevalence of natural gas to flourish this industry is important and it is available at Kamta (~25 km) in Gazipur district provides impetus for this sector.</li> </ul>	
	Glass	<ul style="list-style-type: none"> <li>The input material for this industry is sand and since the EZ is adjacent to the river, this industry can be established.</li> <li>Existing strong industrial ecosystem and presence of glass industry in Narayanganj</li> </ul>	
Heavy Machinery (Iron and steel and metals)	Heavy Machinery	<ul style="list-style-type: none"> <li>Highly skilled labour with technical skill are not readily available in the region which one of the critical requirements for the sector</li> </ul>	Iron and Steel
	Iron & Steel	<ul style="list-style-type: none"> <li>Well established IWT connectivity will ease the import of raw material to the EZ, it will also reduce the logistic cost for finished goods from industry to Dhaka.</li> </ul>	

		<ul style="list-style-type: none"> <li>• Located close to Dhaka and Chittagong which are major consumption center of country</li> </ul>	
Light Machinery and Equipment (including furniture)	Light Machinery	<ul style="list-style-type: none"> <li>• Proposed EZ is located close to industrial region of Dhaka, Narayanganj and Gazipur making it ideal for establishing light engineering industries.</li> <li>• Private economic zone is also being developed in Munshiganj which is in the vicinity of the EZ and is specialized in this sector</li> <li>• Inputs from various other industries such as metals, non-metals, plastic and rubber, and electrical and electronics are required.</li> <li>• Manufacturing of spare parts and equipment, and the market for which is majorly included in Dhaka and Chittagong and can be transported via the IWT network</li> </ul>	Light Machinery / Furniture
	Equipment Manufacturing	<ul style="list-style-type: none"> <li>• Requires importing raw material like steel, aluminum plates and hence it adds to the additional cost</li> </ul>	
	Furniture	<ul style="list-style-type: none"> <li>• Strong industrial presence of this sector in Dhaka and Narayanganj enables the manufacturers to establish a backward linkage industry in this region.</li> <li>• Good IWT linkage will help in procurement of raw material from southern part of Bangladesh.</li> </ul>	
Paper and Packaging	Paper processing	<ul style="list-style-type: none"> <li>• Owing to the low quality of the wood pulp in the domestic market, most of the manufacturers of papers import wood pulp via Chittagong Port which is far from the proposed EZ</li> <li>• Hence this might increase the logistics cost</li> </ul>	Packaging material manufacturing
	Packaging material manufacturing	<ul style="list-style-type: none"> <li>• Gazipur industries have strong presence in this sector</li> <li>• The proposed EZ being close to the industrial hubs and require packaging products like cardboard and can be prepared from recycled paper</li> </ul>	
Chemicals	Fertilizer	<ul style="list-style-type: none"> <li>• Fertilizers have a high demand in proximity to proposed EZ region, due to widespread agriculture-produce</li> <li>• Establishing of fertilizer industry at proposed EZ in Araihasar requires to access of river which is adjacent to the proposed EZ</li> </ul>	Fertilizer / Textile processing chemicals
	Textile processing chemicals	<ul style="list-style-type: none"> <li>• Primary auxiliary industry for textiles in terms of textile processing is dyeing. Existing dye manufacturers in this sector are located in Dhaka and hence EZ needs to ensure that the raw material is supplied uninterrupted for this sector to flourish.</li> </ul>	

## 15.16. Annexure 16 – Logistics Cost Assessment

Attribute	IWT total logistics cost assessment		
	Dhaka	Chittagong port	Mirsarai
Distance (Km)	30	251	241
Fare for 14 ton cargo (BDT)			
Fare for 2000 ton cargo (BDT)	600,000	1,600,000	1,700,000
Fare (BDT/MT/Km)	10.00	3.19	3.53
Cost (BDT/MT)	300	800	850
No. of times loading and unloading is required	2	1	1
Loading and unloading rate (BDT/MT)	120	120	120
Total loading unloading cost	240	120	120
Last mile distance	19	0	0
Fare for 14 ton cargo (BDT)	9,500	-	-
Last mile logistics cost	679		
Total Logistics cost (BDT/MT)	1,219	920	970

Attribute	Road transport logistics assessment		
	Dhaka	Chittagong port	Mirsarai
Distance (Km)	64	258	218
Fare for 14 ton cargo (BDT)	18,500	27,000	27,000
Fare for 2000 ton cargo (BDT)			
Fare (BDT/MT/Km)	20.65	7.48	8.85
Cost (BDT/MT)	1321	1929	1929
No. of times loading and unloading is required	1	1	1
Loading and unloading rate (BDT/MT)	120	120	120
Total loading unloading cost	120	120	120
Last mile distance	0	0	0
Fare for 14 ton cargo (BDT)	-	-	-
Last mile logistics cost			
Total Logistics cost (BDT/MT)	1,441	2,049	2,049

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*Note:*

*1. The logistics cost assessment is based on the rates as per market, which factors the trip time as well with the distance.*

*2. Loading and unloading cost is based on the loading and unloading rate for the bulk cargo*

*\*Market rate may vary depending on the demand supply scenario*

## 15.17. Annexure 17 – Competition Phase Out Plan

Name of EZs	Location	Area (acres)	Industrial Area (acres)	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Narayanganj Economic Zone	Bandar and Sonargaon	875	569						1%	2%	3%	3%	3%	5%
Narayanganj Economic Zone, Sonargaon	Sonargaon	1000	650						1%	2%	3%	3%	3%	3%
Araihazar Economic Zone-1	Araihazar	1010	657						3%	3%	4%	4%	4%	5%
Meghna Industrial Economic Zone	Sonargaon, Narayanganj	80	64		9%	9%	10%	20%	15%	15%	12%	10%		
Meghna Economic Zone	Sonargaon, Narayanganj	68	54		9%	11%	10%	20%	20%	20%	10%			
Aman Economic Zone	Sonargaon, Narayanganj	150	120		5%	8%	8%	8%	8%	10%	10%	12%	15%	16%
Sonargaon Economic Zone, Sonargaon	Sonargaon, Narayanganj	350	228							4%	4%	4%	5%	6%
City Economic Zone	Rupganj, Narayanganj	116	93						20%	10%	10%	10%	10%	15%
Gajaria Economic Zone	Gajaria	98	78				10%	10%	10%	10%	10%	10%	20%	20%
Abdul Monem Economic Zone	Gajaria	197	148			10%	10%	10%	11%	10%	5%	5%	4%	5%
Standard Global Economic Zone	Gajaria, Munshiganj	108	86			10%	15%	15%	15%	15%	15%	10%	5%	
Hoshendi Economic Zone	Gajaria, Munshiganj	108	86			10%	15%	15%	15%	15%	15%	10%	5%	
A.K.Khan and Comapny Ltd. Economic Zone	Narsinghdi	200	150			5%	5%	5%	8%	8%	8%	8%	5%	8%

Name of EZs	Location	Area (acres)	Industrial Area (acres)	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Arisha Economic Zone	Dhaka	85	68						8%	10%	10%	10%	8%	8%
Bashundhara Economic Zone	Dhaka	56	45						10%	20%	20%	15%	15%	10%
East West Economic Zone	Dhaka	54	43						15%	20%	15%	15%	15%	10%
City Special Economic Zone	Dhaka	116	93						20%	10%	10%	10%	10%	15%
Dhaka SEZ, Keraniganj	Dhaka	105	84						8%	10%	10%	10%	10%	10%
Dhaka Economic Zone, Dohar	Dhaka	312	218						8%	10%	10%	10%	8%	10%
Bay Economic Zone	Gazipur	65	52	20%	10%	10%	10%	10%	10%	10%	10%	10%		
Shreepur Economic Zone	Gazipur	510	332						5%	5%	5%	5%	7%	7%
Outward investment/ future competition		1699	1104											2%

Name of EZs	Location	Area (acres)	Industrial Area (acres)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Narayanganj Economic Zone	Bandar and Sonargaon	875	569	6%	6%	6%	6%	12%	11%	7%	9%	9%	11%
Narayanganj Economic Zone, Sonargaon	Sonargaon	1000	650	5%	6%	6%	7%	9%	14%	11%	15%	12%	
Araihazar Economic Zone-1	Araihazar	1010	657	5%	5%	8%	7%	12%	9%	13%	18%		

Name of EZs	Location	Area (acres)	Industrial Area (acres)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Meghna Industrial Economic Zone	Sonargaon, Narayanganj	80	64										
Meghna Economic Zone	Sonargaon, Narayanganj	68	54										
Aman Economic Zone	Sonargaon, Narayanganj	150	120										
Sonargaon Economic Zone, Sonargaon	Sonargaon, Narayanganj	350	228	7%	8%	8%	8%	12%	10%	13%	11%		
City Economic Zone	Rupganj, Narayanganj	116	93	15%	10%								
Gajaria Economic Zone	Gajaria	98	78										
Abdul Monem Economic Zone	Gajaria	197	148	5%	5%	5%	10%	5%					
Standard Global Economic Zone	Gajaria, Munshiganj	108	86										
Hoshendi Economic Zone	Gajaria, Munshiganj	108	86										
A.K.Khan and Company Ltd. Economic Zone	Narsinghdi	200	150	8%	12%	10%	10%						
Arisha Economic Zone	Dhaka	85	68	9%	10%	10%	8%	9%					
Bashundhara Economic Zone	Dhaka	56	45	10%									
East West Economic Zone	Dhaka	54	43	10%									
City Special Economic Zone	Dhaka	116	93	15%	10%								
Dhaka SEZ, Keraniganj	Dhaka	105	84	10%	10%	10%	12%						
Dhaka Economic Zone, Dohar	Dhaka	312	218	9%	9%	12%	14%						



Name of EZs	Location	Area (acres)	Industrial Area (acres)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Bay Economic Zone	Gazipur	65	52										
Shreepur Economic Zone	Gazipur	510	332	7%	8%	10%	10%	10%	10%	11%			
Outward investment/ future competition		1699	1104	5%	7%	7%	9%	10%	14%	14%	15%	10%	7%

## 15.18. Annexure 18 – Demand Forecasting Calculations

### Cumulative power demand (Conservative) - figures in MVA

Industry	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Food & Beverages	1.0	2.1	3.5	4.8	6.7	8.6	10.5	12.7	16.3	20.2	23.4
Leather and Leather Products	0.1	0.1	0.2	0.3	0.3	0.4	0.5	0.6	0.8	1.0	1.1
Chemicals	0.0	0.1	0.1	0.2	0.2	0.3	0.4	0.4	0.6	0.7	0.8
Non-Metallic Minerals	0.4	0.8	1.3	1.8	2.6	3.5	4.3	5.3	6.9	8.6	10.0
Heavy Machinery, Iron & Steel and Metals	0.2	0.5	0.8	1.2	1.7	2.1	2.6	3.2	4.1	5.1	5.9
Paper and Packaging	0.0	0.1	0.1	0.2	0.3	0.4	0.4	0.5	0.7	0.9	1.0
Pharmaceuticals	0.1	0.3	0.4	0.6	0.8	1.1	1.3	1.6	2.1	2.6	3.0
Light Machinery and Equipment & Furniture	0.0	0.1	0.1	0.2	0.3	0.4	0.5	0.6	0.9	1.1	1.3
<b>Total</b>	<b>2.0</b>	<b>4.0</b>	<b>6.7</b>	<b>9.2</b>	<b>13.0</b>	<b>16.8</b>	<b>20.6</b>	<b>25.0</b>	<b>32.3</b>	<b>40.1</b>	<b>46.7</b>

### Cumulative power demand (Base) - figures in MVA

Industry	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Food & Beverages	2.7	4.6	6.9	9.1	11.9	14.9	17.9	21.3	23.7	23.7	23.7
Leather and Leather Products	0.1	0.2	0.4	0.5	0.6	0.8	0.9	1.1	1.2	1.2	1.2
Chemicals	0.1	0.2	0.2	0.3	0.4	0.5	0.6	0.8	0.8	0.8	0.8

Industry	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Non-Metallic Minerals	1.0	1.6	2.5	3.4	4.6	5.9	7.2	8.8	9.9	9.9	9.9
Heavy Machinery, Iron & Steel and Metals	0.6	1.1	1.6	2.2	2.9	3.7	4.4	5.3	5.9	5.9	5.9
Paper and Packaging	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.9	1.0	1.0	1.0
Pharmaceuticals	0.4	0.6	0.8	1.1	1.5	1.9	2.3	2.7	3.0	3.0	3.0
Light Machinery and Equipment & Furniture	0.1	0.2	0.3	0.4	0.5	0.7	0.9	1.1	1.2	1.2	1.2
<b>Total</b>	<b>5.2</b>	<b>8.7</b>	<b>13.0</b>	<b>17.2</b>	<b>23.0</b>	<b>28.9</b>	<b>35.0</b>	<b>41.8</b>	<b>46.8</b>	<b>46.8</b>	<b>46.8</b>

#### Cumulative power demand (Aggressive) - figures in MVA

Industry	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Food & Beverages	3.5	6.2	9.4	12.5	16.4	20.4	24.0	24.0	24.0	24.0	24.0
Leather and Leather Products	0.2	0.3	0.5	0.7	0.8	1.0	1.2	1.2	1.2	1.2	1.2
Chemicals	0.1	0.2	0.3	0.4	0.6	0.7	0.8	0.8	0.8	0.8	0.8
Non-Metallic Minerals	1.2	2.2	3.4	4.7	6.3	8.1	9.7	9.7	9.7	9.7	9.7
Heavy Machinery, Iron & Steel and Metals	0.8	1.5	2.2	3.0	4.0	5.0	6.0	6.0	6.0	6.0	6.0
Paper and Packaging	0.1	0.2	0.4	0.5	0.7	0.8	1.0	1.0	1.0	1.0	1.0
Pharmaceuticals	0.5	0.8	1.1	1.5	2.0	2.5	3.0	3.0	3.0	3.0	3.0

Industry	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Light Machinery and Equipment & Furniture	0.2	0.3	0.4	0.5	0.7	0.9	1.1	1.1	1.1	1.1	1.1
<b>Total</b>	<b>6.6</b>	<b>11.7</b>	<b>17.8</b>	<b>23.8</b>	<b>31.5</b>	<b>39.6</b>	<b>46.9</b>	<b>46.9</b>	<b>46.9</b>	<b>46.9</b>	<b>46.9</b>

**Cumulative water demand (Conservative) - figures in thousand cum/ day (MLD)**

Industry	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Food & Beverages	0.2	0.5	0.8	1.0	1.5	1.9	2.3	2.7	3.5	4.4	5.1
Leather and Leather Products	0.0	0.1	0.1	0.1	0.2	0.2	0.3	0.4	0.4	0.5	0.6
Chemicals	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.3
Non-Metallic Minerals	0.1	0.3	0.5	0.7	1.0	1.4	1.7	2.1	2.7	3.4	4.0
Heavy Machinery, Iron & Steel and Metals	0.1	0.1	0.2	0.3	0.4	0.6	0.7	0.9	1.1	1.4	1.6
Paper and Packaging	0.0	0.0	0.1	0.1	0.1	0.1	0.2	0.2	0.3	0.3	0.4
Pharmaceuticals	0.1	0.1	0.2	0.2	0.3	0.4	0.5	0.7	0.9	1.1	1.3
Light Machinery and Equipment & Furniture	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.5
<b>Total</b>	<b>0.6</b>	<b>1.2</b>	<b>1.9</b>	<b>2.7</b>	<b>3.8</b>	<b>4.9</b>	<b>6.0</b>	<b>7.3</b>	<b>9.5</b>	<b>11.8</b>	<b>13.7</b>

**Cumulative water demand (Base) - figures in thousand cum/ day (MLD)**

Industry	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Food & Beverages	0.6	1.0	1.5	2.0	2.6	3.2	3.9	4.6	5.1	5.1	5.1
Leather and Leather Products	0.1	0.1	0.2	0.3	0.3	0.4	0.5	0.6	0.7	0.7	0.7
Chemicals	0.0	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.3	0.3	0.3
Non-Metallic Minerals	0.4	0.7	1.0	1.3	1.8	2.4	2.9	3.5	3.9	3.9	3.9
Heavy Machinery, Iron & Steel and Metals	0.2	0.3	0.4	0.6	0.8	1.0	1.2	1.4	1.6	1.6	1.6
Paper and Packaging	0.0	0.1	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.4	0.4
Pharmaceuticals	0.2	0.2	0.3	0.5	0.6	0.8	0.9	1.1	1.2	1.2	1.2
Light Machinery and Equipment & Furniture	0.0	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.5	0.5	0.5
<b>Total</b>	<b>1.5</b>	<b>2.5</b>	<b>3.8</b>	<b>5.0</b>	<b>6.7</b>	<b>8.4</b>	<b>10.2</b>	<b>12.3</b>	<b>13.7</b>	<b>13.7</b>	<b>13.7</b>

**Cumulative water demand (Aggressive) - figures in thousand cum/ day (MLD)**

Industry	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Food & Beverages	0.8	1.3	2.0	2.7	3.5	4.4	5.2	5.2	5.2	5.2	5.2
Leather and Leather Products	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.7	0.7	0.7	0.7
Chemicals	0.0	0.1	0.1	0.1	0.2	0.2	0.3	0.3	0.3	0.3	0.3
Non-Metallic Minerals	0.5	0.9	1.4	1.9	2.5	3.2	3.9	3.9	3.9	3.9	3.9
Heavy Machinery, Iron & Steel and Metals	0.2	0.4	0.6	0.8	1.1	1.4	1.6	1.6	1.6	1.6	1.6
Paper and Packaging	0.1	0.1	0.1	0.2	0.2	0.3	0.4	0.4	0.4	0.4	0.4
Pharmaceuticals	0.2	0.3	0.5	0.6	0.8	1.1	1.2	1.2	1.2	1.2	1.2
Light Machinery and Equipment & Furniture	0.1	0.1	0.2	0.2	0.3	0.4	0.5	0.5	0.5	0.5	0.5
<b>Total</b>	<b>1.9</b>	<b>3.4</b>	<b>5.1</b>	<b>6.9</b>	<b>9.2</b>	<b>11.6</b>	<b>13.7</b>	<b>13.7</b>	<b>13.7</b>	<b>13.7</b>	<b>13.7</b>

**Cumulative employment generation (Conservative) - figures in nos.**

Industry	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Food & Beverages	131	265	442	602	842	1,081	1,317	1,583	2,037	2,519	2,924
Leather and Leather Products	25	50	82	109	150	190	229	272	344	419	480
Chemicals	32	65	107	148	210	271	330	397	509	627	726
Non-Metallic Minerals	1,781	3,648	6,153	8,699	12,642	16,679	20,778	25,520	33,129	41,377	48,423

Industry	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Heavy Machinery, Iron & Steel and Metals	110	222	368	512	730	947	1,162	1,404	1,815	2,253	2,621
Paper and Packaging	42	85	141	198	284	370	457	554	723	904	1,057
Pharmaceuticals	144	269	435	600	851	1,104	1,356	1,642	2,134	2,663	3,110
Light Machinery and Equipment & Furniture	68	131	217	307	450	601	758	945	1,280	1,656	1,990
<b>Total</b>	<b>2,332</b>	<b>4,734</b>	<b>7,945</b>	<b>11,176</b>	<b>16,159</b>	<b>21,243</b>	<b>26,387</b>	<b>32,317</b>	<b>41,971</b>	<b>52,418</b>	<b>61,330</b>

**Cumulative employment generation (Base) - figures in nos.**

Industry	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Food & Beverages	341	575	863	1,131	1,491	1,859	2,237	2,658	2,967	2,967	2,967
Leather and Leather Products	64	108	160	207	268	330	392	459	508	508	508
Chemicals	84	141	209	279	371	465	560	665	742	742	742
Non-Metallic Minerals	4,642	7,900	11,965	16,257	22,155	28,382	34,935	42,424	47,612	47,612	47,612
Heavy Machinery, Iron & Steel and Metals	286	481	718	962	1,288	1,623	1,966	2,348	2,628	2,628	2,628
Paper and Packaging	109	184	276	371	500	633	771	925	1,040	1,040	1,040
Pharmaceuticals	375	594	862	1,141	1,516	1,906	2,309	2,761	3,096	3,096	3,096
Light Machinery and Equipment & Furniture	177	287	427	579	793	1,025	1,276	1,571	1,800	1,800	1,800

Industry	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
<b>Total</b>	<b>6,077</b>	<b>10,270</b>	<b>15,480</b>	<b>20,926</b>	<b>28,381</b>	<b>36,224</b>	<b>44,446</b>	<b>53,812</b>	<b>60,393</b>	<b>60,393</b>	<b>60,393</b>

**Cumulative employment generation (Aggressive) - figures in nos.**

Industry	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Food & Beverages	436	776	1,179	1,562	2,046	2,551	3,002	3,002	3,002	3,002	3,002
Leather and Leather Products	82	145	219	285	367	452	526	526	526	526	526
Chemicals	108	190	286	385	509	638	751	751	751	751	751
Non-Metallic Minerals	5,945	10,663	16,362	22,484	30,433	38,957	46,767	46,767	46,767	46,767	46,767
Heavy Machinery, Iron & Steel and Metals	366	649	982	1,329	1,769	2,227	2,636	2,636	2,636	2,636	2,636
Paper and Packaging	139	248	377	513	686	869	1,033	1,033	1,033	1,033	1,033
Pharmaceuticals	480	797	1,173	1,571	2,077	2,610	3,090	3,090	3,090	3,090	3,090
Light Machinery and Equipment & Furniture	227	386	582	799	1,088	1,406	1,705	1,705	1,705	1,705	1,705
<b>Total</b>	<b>7,783</b>	<b>13,854</b>	<b>21,159</b>	<b>28,928</b>	<b>38,975</b>	<b>49,710</b>	<b>59,509</b>	<b>59,509</b>	<b>59,509</b>	<b>59,509</b>	<b>59,509</b>

**Cumulative no. of establishments (Conservative) - figures in nos.**

Industry	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Food & Beverages	3	6	10	13	18	23	28	34	44	54	63



Industry	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Leather and Leather Products			1	1	1	2	2	3	3	4	4
Chemicals			1	1	1	2	2	2	3	4	4
Non-Metallic Minerals	1	1	2	3	4	6	7	8	11	14	16
Heavy Machinery, Iron & Steel and Metals				1	1	1	1	2	2	3	3
Paper and Packaging			1	1	1	2	2	3	4	5	5
Pharmaceuticals	1	2	3	4	6	7	9	11	14	18	21
Light Machinery and Equipment & Furniture	1	1	2	2	3	4	5	7	9	11	11
<b>Total</b>	<b>6</b>	<b>11</b>	<b>18</b>	<b>25</b>	<b>36</b>	<b>46</b>	<b>56</b>	<b>68</b>	<b>88</b>	<b>110</b>	<b>128</b>

**Cumulative no. of establishments (Base) - figures in nos.**

Industry	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Food & Beverages	7	12	19	24	32	40	48	57	64	64	64
Leather and Leather Products	1	1	1	2	2	3	4	4	5	5	5
Chemicals	1	1	1	2	2	3	3	4	5	5	5
Non-Metallic Minerals	2	3	4	5	7	9	12	14	16	16	16
Heavy Machinery, Iron & Steel and Metals		1	1	1	2	2	2	3	3	3	3

Industry	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Paper and Packaging	1	1	1	2	3	3	4	5	5	5	5
Pharmaceuticals	3	4	6	8	10	13	16	19	21	21	21
Light Machinery and Equipment & Furniture	1	2	2	3	4	6	7	8	10	10	10
<b>Total</b>	<b>14</b>	<b>24</b>	<b>36</b>	<b>47</b>	<b>63</b>	<b>79</b>	<b>96</b>	<b>114</b>	<b>128</b>	<b>128</b>	<b>128</b>

**Cumulative no. of establishments (Aggressive) - figures in nos.**

Industry	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038 to 2047
Food & Beverages	9	17	26	34	44	55	65	65	65	65	65
Leather and Leather Products	1	1	2	3	3	4	5	5	5	5	5
Chemicals	1	1	2	2	3	4	5	5	5	5	5
Non-Metallic Minerals	2	4	5	7	10	13	16	16	16	16	16
Heavy Machinery, Iron & Steel and Metals		1	1	2	2	3	3	3	3	3	3
Paper and Packaging	1	1	2	3	4	4	5	5	5	5	5
Pharmaceuticals	3	5	8	11	14	18	21	21	21	21	21
Light Machinery and Equipment & Furniture	1	2	3	4	6	8	9	9	9	9	9
<b>Total</b>	<b>18</b>	<b>32</b>	<b>49</b>	<b>65</b>	<b>86</b>	<b>108</b>	<b>128</b>	<b>128</b>	<b>128</b>	<b>128</b>	<b>128</b>

**15.19. Annexure 19 – Project Boundary shown on Mouza Map**



## 15.20. Annexure 20 – Attendees of Public Consultation

### Stakeholders Consultation Meeting with Farmers, Social Elites and Youth Group

**Date of Meeting:** 14<sup>th</sup> November 2020

**Location of Meeting:** Jhao Kandi Village, Kalapaharia Union, Araihasar Upazila, Narayanganj District.

S. No	Name of Person	Occupation	Contact Details
1	Kamal Sorkar	Teacher, Farmland Owner	01827565646
2	Korim Member	Farmland Owner, Politician	01720699773
3	Ashraf Ali	Farmer	01785903270
4	Ahmed Motin	Farmer	01733959471
5	Nazmul	Student	01991794073
6	Tota Hazi	Farmer	-
7	Rup Mia	Farmer	-
8	Sohel Rana	Farmer	01745512932
9	Rob Mia	Farmer	-
10	Fazlul Haq	Farmer	-
11	Mostafa	Farmer	01838193777
12	Avi Sharker	Student	01971441434
13	Abdul Halim	Farmer	01748054579
14	Ahammod	Farmer	-
15	Saidul	Farmer	-
16	Joynal	Farmer	01706919923
17	Faisal	Student	01724076358

S. No	Name of Person	Occupation	Contact Details
18	Sujon	Student	01768959272
19	Sahin	Farmer	01768959272
20	Sultan Mia	Farmer	-

### Consultation Meeting with Affected Structure Owners and women Group

**Date of meeting:** 14<sup>th</sup> November 2020

**Location of meeting:** Char Lakkhipur, Kalapaharia Union, Araihasar, Narayanganj District.

S. No	Name of Person	Occupation	Contact Details
1	Md. Rafiq	Farmer	01875189169
2	Md. Hossain Ali	Farmer	-
3	Mangal Ali	Farmer	-
4	Md. Korshed	Farmer	01755067872
5	Md. Rafiq Ali	Farmer	-
6	Mst. Nilima	H.W	-
7	Mst. Asma Begum	H.W	-
8	Selina Akhtar	H.W	-
9	Mst. Salma	H.W	-
10	Feroza Begum	H.W	-

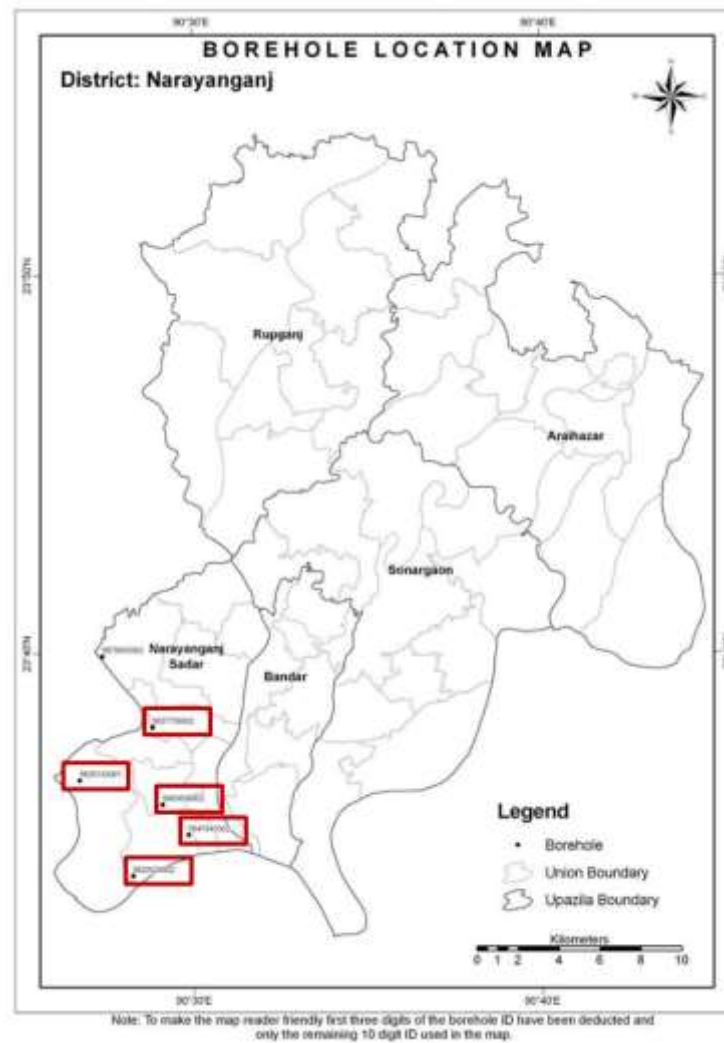
## ***15.21. Annexure 21 – Affected Household Structures, Kalapaharia, Araihasar, Narayanganj***

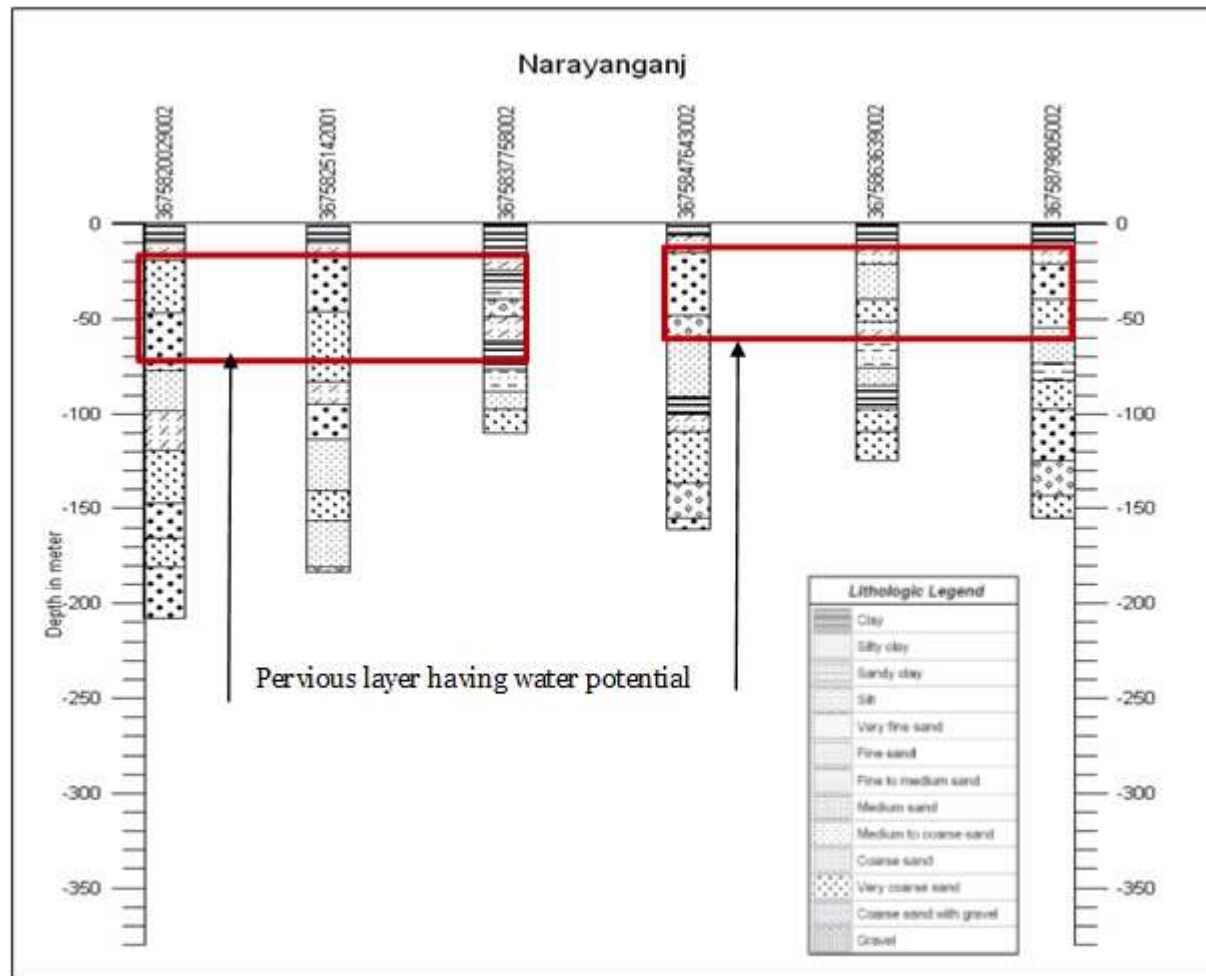
Consultation date: 14<sup>th</sup> November 2020

Location: Char Lakhipur Village, Kalapaharia Union, Araihasar, Narayanganj

<b>Sl No.</b>	<b>Head of Household</b>	<b>Father's Name of HoH</b>
<b>1</b>	Md. Hossain	Md. Shawdagar
<b>2</b>	Md. Khorshed	Md. Shawdagar
<b>3</b>	Md. Iman Ali	Md. Shawdagar
<b>4</b>	Md. Nabi	Md. Shawdagar
<b>5</b>	Md. Rafique	Md. Ramzan
<b>6</b>	Md. Sobur	Md. Ramzan

## 15.22. Annexure 22 – Borewell Information





**Bore Well Profile of Project Area – (90.6579, 23.7635), (90.6950, 23.7317), (90.4709, 23.5695) & (90.4456 ,23.6117)**



## 15.23. Annexure 23 – Onsite Infrastructure cost estimates

Table 147: Cost abstract for site development works – Site filling

Item. No	BPWD Item. Code	Description	Unit	Total Qty	Rate in Tk	Amount in Tk
1	2.16	Site development/improvement by carted earth or dredged sand, sandy silt (free from any organic, foreign, environmental hazardous substances) carried by head or truck or any other means in/c cost of cutting or by dredging of sand, sandy silt, all; in/c local carrying, placing the earth/sand, sandy silt in the designated area, maintaining slopes, breaking lumps, levelling and dressing in layers up to finished level etc. all complete as per direction and accepted by the engineer in charge.	Cum			
	02.16.2.2	By Dredging	Cum	3342703	449.00	1,500,873,672.14
		<b>Total for Site Development in Tk</b>				<b>1,500,873,672.14</b>
<b>Total Cost in Million Taka</b>						<b>1,500.87</b>

Table 148: Abstract for site development works – Embankment

Item. No	BPWD Item. Code/ Market rate	Description	Unit	Total Qty	Rate in Tk	Amount
1	2.1	Earth work in excavation in all kinds of soil for foundation trenches including. layout, providing center lines, local bench-mark pillars, leveling, ramming and preparing the base, fixing bamboo spikes and marking layout with chalk powder, providing necessary tools and plants, protecting and maintaining the trench dry etc., stacking, cleaning the excavated earth at a safe distance out of the area enclosed by the layout etc. all complete and accepted by the Engineer, subject to submit method statement of carrying out excavation work to the Engineer for approval. However, Engineer's approval shall not relieve the contractor of his responsibilities and obligations under the contract.				
	2.1.1	Layout and marking for earthwork in excavation in foundation accepted by the Engineer. [Plinth area of the structure shall be considered for measurement]				
		Formation for road embankment	Sqm			
			Sqm	<b>117300.00</b>	21.77	<b>2,553,621.00</b>
2	LGED - 2.02.2	EFW(AE): Earth filling work with specified soil in any type of embankment including cutting, carrying, filling by throwing earth in layers not more than 150mm in each layer in proper alignment, grade, camber and side slope in all types of soil except rocky, gravelly and slushy including benching not more than 30cm in vertical and 60cm in horizontal steps along the sides while widening any	Cum			

Item. No	BPWD Item. Code/ Market rate	Description	Unit	Total Qty	Rate in Tk	Amount
		embankment, etc. all complete as per the direction of E-I-C. Earth shall be arranged by the contractor at his own cost and it will include all necessary lead & lift. Payment will be made on the basis of compacted volume. Note: This item shall be used when the work will be done by contractor				
		Formation for road embankment	Cum			
		Embankment				
				<b>151800.00</b>	165	25,047,000.00
3	LGED - 2.03.2	Mechanical compaction of earthworks in 150mm thick compacted layers by breaking clods to a maximum size of 25mm using wooden drag or ladder and compacting using mechanical equipment, watering or drying to obtain optimum moisture content watering if necessary including the equipment and other tools required to work site, etc. all complete as per direction of the E-I-C. 98% compaction of the maximum dry density is to be obtained by the standard compaction test (Rate is for each layer of 150mm thick).				
		same as filling Qty	Cum	<b>151800.00</b>	77.25	11,726,550.00
4	31.31	Compaction test				
	31.31.1	Modified proctor	Per test	<b>26.00</b>	1800	46,800.00
5	2.1	Earth work excavation for Hard stones		96,600.00	257.50	24874500
6	2.10.1	Sand filling (For cement concrete block) in foundation trenches and plinth with sand		8,728.50	2860.11	24964470.14

Item. No	BPWD Item. Code/ Market rate	Description	Unit	Total Qty	Rate in Tk	Amount
		having F.M. 0.5 to 0.8 in 150mm layers including leveling, watering and compaction to achieve minimum dry density of 90% with optimum moisture content (Modified proctor test) by ramming each layer up to finished level as per design supplied by the design office only etc. all complete and accepted by the Engineer.				
7	2.11	50 mm downgraded picked jhama Khoa consolidation in foundation trenches by mixing the same with best quality local sand (F.M. 1.2) in (2:1) (khoa : sand) proportion to achieve minimum dry density of 90% with optimum moisture content (Modified proctor test) including breaking and screening chips, laying and spreading in 100mm layers uniformly etc. all complete and accepted by the Engineer.		8,728.50	5999.40	52365762.9
8	40-280-30	Supply of stone boulders at site: 30cm to 45cm size		39278.25	5649.80	221914256.9
9	3385	Labour charge in laying stone boulders		39278.25	257.5	10114149.38
10	2.8	Supply and laying 3 mm thick geo-textile of approved quality and origin /manufacturer as per manufacturer's instructions approved and accepted by the Engineer. Before commencing lying of geo-textile, the contractor must submit the method statement for carrying out this work including sample with evidence of origin and compliance certificate from independent testing laboratory for approval.		87285.00	146.06	12748847.1
11	40-140	Manufacturing and supplying C.C. blocks (Block size 50cmx50cmx40cm) in leanest		349140.00	1547.72	540370960.8

Item. No	BPWD Item. Code/ Market rate	Description	Unit	Total Qty	Rate in Tk	Amount
		mix. 1:3:6, with cement, sand (FM>=1.5) and Stone Chips (40mm downgraded), to attain a minimum 28 days cylinder strength 'of 25 Mpa including grading, washing stone chips, mixing, laying in forms; consolidation, curing for at least 21 days, including preparation of platform, shuttering and stacking in measurable stacks etc complete- including · supply of all materials (steel shutter to be Used) as per direction of Engineer in charge.				
12	40-220	Labour charge for protective works in laying CC blocks of different sizes including preparation of base, watering and ramming of base etc. complete as per direction of Engineer in charge.		39278.25	257.5	10114149.38
13	15.7	<b>Flush pointing</b> to CC blocks with cement sand (F.M. 1.2), mortar (1:2) with cement including raking out the joints, and necessary scaffolding curing at least for 7 days, cost of water, electricity and other charges etc. all complete in all respect as per drawing and accepted by the Engineer. (Cement: CEM-11/A-M). Ground floor.		87285.00	429.16	37459230.6
14	40-280-40	Supplying of local hard rock (Madhyapara) at site: 60cm and above size		48300.00	429.16	20728428
15	NTI	Manufacturing and supplying C.C. blocks in leanest mix. 1 :3:6, with cement, sand (FM>=1.5) and Stone Chips (40mm downgraded), to attain a minimum 28 days cylinder strength 'of 9.0· N/mm2 including grading, washing stone chips, mixing, laying		100625.00	2220.49	223436806.3

Item. No	BPWD Item. Code/ Market rate	Description	Unit	Total Qty	Rate in Tk	Amount
		in forms; consolidation, curing for at least 21 days, including preparation of platform, shutting and stacking in measurable stacks etc complete- including · supply of all materials (steel shutter to be Used) as per direction of Engineer in charge.				
		block size 100cmx80cmx60cm				
16		Labour charge for protective works in laying CC blocks of different sizes including preparation of base, watering and ramming of base etc. complete as per direction of Engineer in charge.	Cum	48300.00	257.9	12456570
		<b>Total Cost in Tk</b>				<b>1,230,922,102.39</b>
				<b>Total Cost in Million Taka</b>		<b>1,230.92</b>

Table 149: Cost abstract for internal road network

Description	Unit	Quantity	Rate in Taka as per SoR	Amount	Amount in Million Taka
[RHD-2/1/01] Clearing & grubbing	Sqm	220304	55.00	12,116,720.00	<b>12.12</b>
Earth work excavation / by mechanical means (Hydraulic Excavator)/ manual means in trenches and over areas for foundations of columns, walls, rafts, beams, steps etc., in all types of soil except hard rock requiring chiseling, blasting but including Existing building foundation dismantling, shoring, strutting, de-watering, refilling in foundations, plinth etc., wherever necessary in layers not exceeding 15cm with approved excavated soil, including watering and compaction etc., Surplus / rejected excavated material shall be disposed off to the contractor's own dump yard outside the work site or as per the requirements of local authorities or as directed by the Engineer-in-charge. - All kinds of soil	Cum	121101	144.00	17,438,585.50	<b>17.44</b>
[RHD-2/7/02] Preparation of Subgrade	Sqm	220304	40.00	8,812,160.00	<b>8.81</b>
[RHD-2/8/01] Improved Subgrade (Sand F.M >0.80)	Cum	28972	1099.00	31,839,788.40	<b>31.84</b>
Supplying and filling in basement with good quality earth and compacting in layers including all materials and labours as required for satisfactory completion of work and as directed.	Cum	1301.46	397.00	516,679.60	<b>0.52</b>
Construction of granular sub-base by providing close graded material, spreading in uniform layers with motor grader on prepared surface, mixing by mix in place method with rotavator at OMC, and compacting with vibratory roller to achieve the desired density (Aggregate type 2 as per Bangladesh SoR)	Cum	34766	5363.00	186,449,629.00	<b>186.45</b>

Description	Unit	Quantity	Rate in Taka as per SoR	Amount	Amount in Million Taka
Providing, laying, spreading and compacting graded stone aggregate to wet mix macadam specification including premixing the Material with water at OMC in mechanical mix plant carriage of mixed Material by tipper to site, laying in uniform layers with paver in sub- base / base course on well prepared surface and compacting with vibratory roller to achieve the desired density. (Aggregate type base II as per Bangladesh SoR)	Cum	34766	7384.00	256,711,553.30	<b>256.71</b>
Providing, laying, spreading and compacting graded stone aggregate to wet mix macadam specification including premixing the Material with water at OMC in mechanical mix plant carriage of mixed Material by tipper to site, laying in uniform layers with paver in sub- base / base course on well prepared surface and compacting with vibratory roller to achieve the desired density. (Aggregate type base I as per Bangladesh SoR)	Cum	63738	8461.00	539,283,156.70	<b>539.28</b>
Providing and applying primer coat with bitumen emulsion on prepared surface of granular Base of low porosity such as WBM and WMM including clearing of road surface and spraying primer at the rate of 1.05 kg/sqm using mechanical means. (Bitumen Emulsion = 1.05 kglsgmt.)	Sqm	115886	113.00	13,095,163.20	<b>13.10</b>
Providing and applying tack coat with bitumen emulsion using emulsion pressure distributor at the rate of 0.4 kg per sqm on the prepared on granular surface cleaned with mechanical broom such as WBM and WMM surfaces treated with primer and dry and bituminous surface	Sqm	231773	50.00	11,588,640.00	<b>11.59</b>



Description	Unit	Quantity	Rate in Taka as per SoR	Amount	Amount in Million Taka
Providing and laying dense graded bituminous macadam 155 mm thick with 40-60 TPH HMP using crushed aggregates of specified grading, premixed with bituminous binder @ 4.25 percent by weight of total mix and filler, transporting the hot mix to work site, laying with a hydrostatic paver finisher with sensor control to the required grade, level and alignment, rolling with smooth wheeled, vibratory and tandem rollers to achieve the desired compaction	Cum	17962	22133.00	397,561,622.10	<b>397.56</b>
Providing and laying bituminous concrete 40mm thick with 40-60 TPH hot mix plant using crushed aggregates of specified grading, premixed with bituminous binder @ 5.00 per cent of mix and filler, transporting the hot mix to work site, laying with a hydrostatic paver finisher with sensor control to the required grade, level, and alignment, rolling with smooth wheeled, vibratory and tandem rollers to achieve the desired compaction & specification clause No.509 complete in all respects (Bitumen = 0.109 Metal = 1.36, Cement 0.0469)	Cum	4635	23295.00	107,982,947.50	<b>107.98</b>
Providing and fixing Pre cast solid concrete kerb stones made out of CC 1 :1.5:3 of size 450 x 200 x 400 mm and finished with CM 1 :3 plastering and finishing cutting etc., complete.	Rm	21080	317.33	6,689,386.70	<b>6.69</b>
<b>Total Cost in Million Taka</b>					<b>1590.09</b>

Table 150: Cost abstract for foot path

Sl. No	PWD SOR/2018	Description	Unit	Quantity	Rate in Taka	Amount	Amount in Million Taka
1	2.1.5	Earth work in excavation in all kinds of soil for foundation trenches including layout, providing center lines, local bench-mark pillars, levelling, ramming and preparing the base, fixing bamboo spikes and marking layout with chalk powder, providing necessary tools and plants, protecting and maintaining the trench dry etc., stacking, cleaning the excavated earth at a safe distance out of the area enclosed by the layout etc. all complete and accepted by the Engineer-in-charge, subject to submit method statement of carrying out excavation work to the Engineer-in-charge for approval. However, engineer's approval shall not relieve the contractor of his responsibilities and obligations under the contract. Earthwork in excavation in foundation trenches up to 1.5 m depth and maximum 10 m lead: in very soft / saturated / organic clayey soil / soil of semi-liquid state.	Cum	2249	217.00	488,022.15	0.49
2	2.15.4	Earth filling in foundation trenches and plinth in 150 mm layers with carted earth carried by truck or by any other means including loading and unloading at both ends, leveling, watering and compacting to achieve minimum dry density of 95% with optimum moisture content (modified proctor test) including local carriage each layer up to finished level including cost of water and test (carried from beyond 300 m) etc. all complete and accepted by the Engineer-in-charge	Cum	2248.95	393.00	883,837.35	0.88
3	3.4.1	Mass concrete (1:3:6) in foundation or in floor with cement, sand (F.M. 1.2) and picked jhama brick chips including breaking of chips, screening, mixing, laying, compacting to	Cum	1590	6647.00	10,570,375.13	10.57

Sl. No	PWD SOR/2018	Description	Unit	Quantity	Rate in Taka	Amount	Amount in Million Taka
		required level and curing for at least 7 days including the supply of water, electricity, costs of tools & plants and other charges etc. all complete and accepted by the Engineer-in-charge. (Cement: CEM-II/A-M) Mass concrete in foundation (1:3:6) with cement, brick chips and sand of F.M. 1.2					
4	7.3.1	Reinforced cement concrete works with minimum cement content relates to mix ratio 1:1.5:3 having minimum $f_{cr} = 30$ MPa, satisfying a specified compressive strength $f'_c = 25$ MPa at 28 days on standard cylinders as per standard practice of Code ACI/BNBC/ASTM, Cement conforming to BDS EN-197-1-CEM-I, 52.5N (52.5 MPa) / ASTM-C 150 Type – I, best quality Sylhet sand or coarse sand of equivalent F.M. 2.2 and 20 mm down well graded stone chips conforming to ASTM C-33, making and placing shutter in position and maintaining true to plumb, making shutter water-tight properly, placing reinforcement in position; mixing with standard mixer machine with hopper, fed by standard measuring boxes or mixing in batching plant, casting in forms, compacting by vibrator machine and curing at least for 28 days, removing centering-shuttering after specified time approved; including cost of water, electricity, testing charges of materials and cylinders as required, other charges etc. all complete, approved and accepted by the Engineer-in-charge. (Rate is excluding the cost of reinforcement and its fabrication, placing, binding etc. and the cost of shuttering & centering) Individual & combined footing, pile	Cum	9909	12154.00	120,431,859.05	<b>120.43</b>

Sl. No	PWD SOR/2018	Description	Unit	Quantity	Rate in Taka	Amount	Amount in Million Taka
		cap, raft/mat, floor slab and foundation beam up to plinth level					
5	8.1.2	Grade 400 (RB 400 /RB 400W: complying BDS ISO 6935-2:2006) ribbed or deformed bar produced and marked according to Bangladesh standard, with minimum yield strength, fy (ReH)= 400 MPa but fy not exceeding 450 MPa and whatever is the yield strength within allowable limit as per BNBC/ ACI 318, the ratio of ultimate tensile strength fu to yield strength fy, shall be at least 1.25 and minimum elongation after fracture and minimum total elongation at maximum force is 16% and 8% respectively : up to ground floor.	Kg	1162611	82.00	95,334,102.00	95.33
6	30.28	Supplying, carrying, placing, providing of concrete Kerb stone size 600 mm x 300 mm x 100 mm approved and accepted by the Engineer-in-charge.	Rm	14993	238.00	3,568,334.00	3.57
7	30.15.2	Supplying and placing of approx. 60 mm thick coloured uni-block for paving walk way having compressive strength of 15 N/mm2 on compacted sand bed of 50 mm on stabilized soil base, and filling all interstices with sand, cleaning etc. accepted by the Engineer-in-charge.	Sqm	14993	1276.00	19,131,068.00	19.13
<b>Total Cost in Million Taka</b>							<b>250.41</b>

Table 151: Cost abstract for storm water drain

Sl. No	PWD /SOR 2018	Description	Unit	Quantity	Rate in Taka	Amount	Amount in Million Taka
1	2.1.5	Earth work in excavation in all kinds of soil for foundation trenches including layout, providing center lines, local bench-mark pillars, levelling, ramming and preparing the base, fixing bamboo spikes and marking layout with chalk powder, providing necessary tools and plants, protecting and maintaining the trench dry etc., stacking, cleaning the excavated earth at a safe distance out of the area enclosed by the layout etc. all complete and accepted by the Engineer-in-charge, subject to submit method statement of carrying out excavation work to the Engineer-in-charge for approval. However, engineer's approval shall not relieve the contractor of his responsibilities and obligations under the contract. Earthwork in excavation in foundation trenches up to 1.5 m depth and maximum 10 m lead: in very soft / saturated / organic clayey soil / soil of semi-liquid state.	Cum	13470.72	217.00	2923145.34	2.92
2	3.4.1	Mass concrete (1:3:6) in foundation or in floor with cement, sand (F.M. 1.2) and picked jhama brick chips including breaking of chips, screening, mixing, laying, compacting to required level and curing for at least 7 days including the supply of water, electricity, costs of tools & plants and other charges etc. all complete and accepted by the Engineer-in-charge. (Cement: CEM-II/A-M) Mass concrete in foundation (1:3:6) with cement, brick chips and sand of F.M. 1.2	Cum	3736.95	6647.00	24839476.96	24.84
3	7.2.1	Reinforced cement concrete works with minimum cement content relates to mix ratio 1:2:4 having minimum $f'_{cr} = 27$ MPa, satisfying a specified compressive strength $f'_c = 22$ MPa at 28 days on standard cylinders as per standard practice of Code ACI/BNBC/ASTM, cement conforming to BDS EN-197-1-CEM-I, 52.5N (52.5 MPa) / ASTM-C 150 Type I, best quality Sylhet sand or coarse sand of equivalent F.M. 2.2 and 20 mm down well graded stone chips conforming to ASTM C-33, making and placing shutter in position maintaining true to plumb, making shutter water-tight properly, placing reinforcement in position; mixing in standard mixer machine with hopper fed by standard measuring boxes or mixing in batching plant, casting in forms, compacting by vibrator machine and curing at least for 28 days, removing centering-shuttering after specified time approved; including cost of water, electricity, testing charges of materials and cylinders as required, other charges etc. all complete, approved and accepted by the Engineer-in-charge. (Rate is excluding the cost of reinforcement	Cum	231.79	11817.00	2739064.50	2.74

Sl. No	PWD /SOR 2018	Description	Unit	Quantity	Rate in Taka	Amount	Amount in Million Taka
		and its fabrication, placing, binding etc. and the cost of shuttering & centering) Individual & combined footing, pile cap, raft/mat, floor slab and foundation beam up to plinth level					
4	8.1.2	Grade 400 (RB 400 /RB 400W: complying BDS ISO 6935-2:2006) ribbed or deformed bar produced and marked according to Bangladesh standard, with minimum yield strength, fy (ReH)= 400 MPa but fy not exceeding 450 MPa and whatever is the yield strength within allowable limit as per BNBC/ ACI 318, the ratio of ultimate tensile strength fu to yield strength fy, shall be at least 1.25 and minimum elongation after fracture and minimum total elongation at maximum force is 16% and 8% respectively : up to ground floor.	Kg	4559.63	82.00	373889.25	0.37
5	4.1	Brick works with first class bricks with cement sand (F.M. 1.2) mortar (1:6) in foundation and plinth, filling the joints/interstices fully with mortar, racking out the joints, cleaning and soaking the bricks at least for 24 hours before use and curing at least for 7 days etc. all complete including cost of water, electricity and other charges and accepted by the Engineer-in-charge. (Cement: CEM-II/A-M)	Cum	4496.90	6040.00	27161254.30	27.16
6	7.2.1	Providing and laying coping and Screed concrete with 1 :2:4 cement concrete, 40 mm thick Sqm 150.09 using broken granite metal of 20mm and down size laid to line and level in one layer and finish with a floating coat of neat cement, including cost of materials, labour, curing, complete as per specifications.	Sqm	9174.80	296.00	2715740.80	2.72
7	15.1	Minimum 12 mm thick cement sand (F.M. 1.2) plaster (1:4) with fresh cement to both inner-and outer surface of wall, finishing the corner and edges including washing of sand, cleaning the surface, curing at least for 7 days, cost of water, electricity, scaffolding and other charges etc. all complete in all respect as per drawing and accepted by the Engineer-in-charge. (Cement: CEM-II/A-M) ground floor.	Sqm	30187.59	243.00	7335583.88	7.34
8	937	Providing Weep holes using 75mm dia PVC pipes for abutments, wing walls, return walls and drain as per drawings and specification including cost of material, labour, complete as per specifications.	Nos	3085.00	133.00	410305.00	0.41

Sl. No	PWD /SOR 2018	Description	Unit	Quantity	Rate in Taka	Amount	Amount in Million Taka
9		Providing and laying non pressure NP 2 class ( light duty) RCC pipes with collars jointed with stiff mixture of the cement mortor.. etc					
	1151	300mm dia RCC pipe	Rm	100.00	1895.00	189500.00	0.19
	MR	500mm dia RCC pipe	Rm	44.00	2954.00	129976.00	0.13
10	Annexure A 15. (iii)	Providing apron with 50 mm thick cement concrete (1:2:4) with cement, coarse sand and picked jhama chips including breaking chips and one layer brick flat soling at bottom with first class or picked jhama bricks including cutting earth for preparation of bed and filling the interstices with local sand (F.M. 0.8) including finishing, dressing, curing at least for 7 days etc. all complete, including cost of water, electricity, other charges accepted by the Engineer in charge.(Cement: CEM-II/A-M)	Sqm	3956.00	918.00	3631606.63	3.63
<b>Total Cost in Million Taka</b>							<b>72.45</b>

Table 152: Cost abstract for electrical infrastructure related work

Remarks/PWD SCHEDULE 2018 Item no	Item name	Description of Items	Unit	Quantity	Rate (BDT)	Total Amount (BDT)	Total Amount in Million BDT
REB	Internal 11 kV line	Supply, installation/construction and testing & commissioning work of double circuit 33 kV line.	km	10.6	1400000.00	14868000.00	14.87
BPDB	33 kV & 132 kV Line construction	Supply, installation/construction and testing & commissioning work of double circuit 33 kV line.	km	2.4	4000000.00	9,680,000.00	9.68
BanglCAT	Generator	Supply and installation of a 2 MVA Generator with all accessories. -Integration with existing substation	numbers	2	45,000,000.00	90,000,000.00	90
PBS-Mirsharai	33/11kV Sub-station	Supply, installation and testing & commissioning work of a complete 33/11 kV substation. Including construction of control room for 33/11 kV voltage level.	numbers	1	150,000,000.00	150,000,000.00	150
PGCB	132/33/11kV Sub-station	Supply, installation and testing & commissioning work of a complete 132/33 kV substation, excluding control room. And integration work with 132/33/11 kV substation.	numbers	1	500,000,000.00	500,000,000.00	500



Table 153: Cost abstract for street light network

Item no.	Remarks/PWD SCHEDULE 2018 Item no	Item name	Description of Items	Unit	Quantity	Rate	Total Amount
				a	b	c	d=bx c
1		Cable work (through PVC pipe)	Underground wiring: Providing & laying of the following XLPE insulated & PVC sheathed cable (N2XY) with PVC insulated green/white coloured ECC wire (BYA) connecting at both ends, through PVC pipe & accessories in the following manner: All electrical contacts shall be of brass/copper connected through connector or soldering ( no twisting shall be allowed) and cables shall be manufactured and tested according to relevant IEC/BDS/ BS/ VDE standards and as per detailed specification mentioned in Annexure-A. The work shall be carried out as per direction/approval/acceptance of the Engineer. <i>With cable manufactured by M/S BRB/Paradise/Poly/Citizen/BBS/Super sign cables Ltd.</i>				
			i) In kutchra ground by cutting 45.70 cm width x 91.40 cm depth trench with necessary brick or tile protection and mending the damages good by refilling trench with proper compaction.				
			ii) In pucca floor through PVC pipe by cutting trench of necessary size and mending the damages good by brick soling, 75 mm (1:2:4) CC work with neat cement finishing etc.				
			1C-2 x 16 sq.mm (N2XY) with 35 sq.mm (BYA) ECC wire through PVC pipe of				

Item no.	Remarks/PWD SCHEDULE 2018 Item no	Item name	Description of Items	Unit	Quantity	Rate	Total Amount
				a	b	c	d=bx c
			minimum inner dia 40 mm having wall thickness of 1.9 mm.				
			In katcha ground	meter	12750.00	480.00	6120000.00
			In pucca floor	meter	5400.00	520.00	2808000.00
2		Concealed wiring (BYM)	1C-4 x 25 sq.mm (N2XY) with 35 sq.mm (BYA) ECC wire through PVC pipe of minimum inner dia 50 mm having wall thickness of 2.59 mm. The work shall be carried out as per direction & approval of the Engineer.				
			In katcha ground	meter	6,780.00	760.00	5,152,800.00
			In pucca floor	meter	1,350.00	800.00	1,080,000.00
3		STREET LIGHT FITTINGS (LED)	Supply & fixing of LED street light fitting of the following features and model with all necessary elements such as driver, chips etc. complete. Model & sample shall be approved by the Engineer.				
			(i)GLORIA cat No- GLST. 1205 or equivalent product of ENERGY +, SUNKO, etc. (ii) Rated life : 50,000 hr (minimum) (iii) Luminux flux : 100 + 1m/w (iv) LED chips: EDISON/EPISTOR/OSRAM/PHILIPS/CREE/BRIDGELUX. (v) Driver: MEANWELL / OSRAM / PHILIPS / IEC standard. (vi) Body: Tempered glass pure Aluminium.				
	6.A.8.(iii).(a).1		100 W	each	1,610.00	9,358.00	15,066,380.00
	6.A.8.(iii).(a).2		150 W	each	-	11,773.00	
4		GI POLE	Providing following seamless hot dip galvanized GI pole fabricated with GI pipe complete with GI sockets, MS. base plate,				

Item no.	Remarks/PWD SCHEDULE 2018 Item no	Item name	Description of Items	Unit	Quantity	Rate	Total Amount
				a	b	c	d=bx c
			top cover, necessary welding as required:- The length of the bracket shall be such that the end of light fixture will be 1.5meter (approx.) from the light column. A junction box to be installed at bottom level of the pole fabricated from 2.0mm (min.) mild steel sheet and hot deep galvanized complete with cover including termination unit, circuit breaker and earthing terminal etc. The work shall be completed as per drawing and direction of the Engineer.				
	3.2.3		Total length-30'(9m),Bottom-150mm,Top-100mm, Thikness-4.0mm, Base plate-300mmx300mm with 12mm th.	each	925	24149	22337825
	3.2.4		Total length-25'(8m),Bottom-150mm,Top-100mm, Thikness-4.0mm, Base plate-300mmx300mm with 12mm th.	each	0	19319	0
5	10.1(Civil)	Anchor Bolt	Supply and fixing of galvanized anchor bolts of variable dia for rigid frame conforming to ASTM F1554 Grade 55, Galvanized to A153, Class C or equivalent with minimum yield strength of 380 MPa, as per manual of steel construction by American Institute of Steel Construction (AISC) etc. including the cost of washer & bolts, material testing etc. all complete as per drawing, specification and direction of the Engineer-in-charge. Length-400mm,Dia -20mm,Bend length-100mm ,Thred length-75mm with Nut ,Washer .	kg	5155	180	927900

Item no.	Remarks/PWD SCHEDULE 2018 Item no	Item name	Description of Items	Unit	Quantity	Rate	Total Amount
				a	b	c	d=bx c
6	07.15.3(Civil)	FORMWORK (Wooden)	Centering and shuttering, including strutting, propping etc. and removal of form after hardening of the concrete for:				
			Pedestals, column, wall	sqm	2,964.38	429.00	1,271,716.88
7	08.1.2(Civil)	Re-Bar work	Grade 400 (RB 400 /RB 400W: complying BDS ISO 6935-2:2006) ribbed or deformed bar produced and marked according to Bangladesh standard, with minimum yield strength, fy (ReH)= 400 MPa but fy not exceeding 450 MPa and whatever is the yield strength within allowable limit as per BNBC/ ACI 318, the ratio of ultimate tensile strength fu to yield strength fy, shall be at least 1.25 and minimum elongation after fracture and minimum total elongation at maximum force is 16% and 8% respectively : up to ground floor.	kg	14920.00	82.00	1223440
8	02.1.5 (Civil)	Earth work	Earth work in excavation in all kinds of soil for foundation trenches including layout, providing center lines, local benchmark pillars, levelling, ramming and preparing the base, fixing bamboo spikes and marking layout with chalk powder, providing necessary tools and plants, protecting and maintaining the trench dry etc., stacking, cleaning the excavated earth at a safe distance out of the area enclosed by the layout etc. all complete and accepted by the Engineer-in-charge, subject to submit method statement of carrying out excavation work to the Engineer-in-charge for approval. However, engineer's approval shall not	Cum	2241.88	217.00	486486.875

Item no.	Remarks/PWD SCHEDULE 2018 Item no	Item name	Description of Items	Unit	Quantity	Rate	Total Amount
				a	b	c	d=bx c
			relieve the contractor of his responsibilities and obligations under the contract. Earthwork in excavation in foundation trenches up to 1.5 m depth and maximum 10 m lead: in very soft / saturated / organic clayey soil / soil of semi-liquid state.				
9	2.13 (Civil)	Back filling	Earth filling in foundation trenches and plinth in 150 mm layer with earth available within 90 m of the building site to achieve minimum dry density of 95% with optimum moisture content (Modified proctor test) including carrying, watering, levelling, dressing and compacting to a specified percentage each layer up to finished level etc. all complete and accepted by Engineer-in-charge.	Cum	1530.00	149.00	227970
10	03.4.1 (Civil)	C.C. Work	Mass concrete (1:3:6) in foundation or in floor with cement, sand (F.M. 1.2) and picked jhama brick chips including breaking of chips, screening, mixing, laying, compacting to required level and curing for at least 7 days including the supply of water, electricity, costs of tools & plants and other charges etc. all complete and accepted by the Engineer-in-charge.(Cement: CEM-II/A-M) Mass concrete in foundation (1:3:6) with cement, brick chips and sand of F.M. 1.2	Cum	70.13	6,647.00	466120.875
11	07.3.1(Civil)	RCC work	Reinforced cement concrete works with minimum cement content relates to mix ratio 1:1.5:3 having minimum f <sub>cr</sub> = 30 MPa, satisfying a specified compressive strength f <sub>c</sub> = 25 MPa at 28 days on				

Item no.	Remarks/PWD SCHEDULE 2018 Item no	Item name	Description of Items	Unit	Quantity	Rate	Total Amount
				a	b	c	d=bx c
			standard cylinders as per standard practice of Code ACI/BNBC/ASTM, Cement conforming to BDS EN-197-1-CEM-I, 52.5N (52.5 MPa) / ASTM-C 150 Type – I, best quality Sylhet sand or coarse sand of equivalent F.M. 2.2 and 20 mm down well graded stone chips conforming to ASTM C-33, making and placing shutter in position and maintaining true to plumb, making shutter water-tight properly, placing reinforcement in position; mixing with standard mixer machine with hopper, fed by standard measuring boxes or mixing in batching plant, casting in forms, compacting by vibrator machine and curing at least for 28 days, removing centering-shuttering after specified time approved; including cost of water, electricity, testing charges of materials and concrete cylinders as required, cost of all materials and other charges etc. all complete, approved and accepted by the Engineer-in-charge. (Rate is excluding the cost of reinforcement and its fabrication, placing, binding etc. and the cost of shuttering & centering)				
			Individual & combined footing, pile cap, raft/mat, floor slab and foundation beam up to plinth level	cum	500.00	12154.00	6077000.00
12	PWD-EM - ANALYSIS-38	GI Pipe for light bracket	G.I pipe 50mm dia	meter	0.00	410.00	0.00
13		MCB Box	Supplying and fixing of almirah type 18 SWG metal board of depth 228mm (6") duly painted with powder coating with				

Item no.	Remarks/PWD SCHEDULE 2018 Item no	Item name	Description of Items	Unit	Quantity	Rate	Total Amount
				a	b	c	d=bx c
			epoxy polyester resin on all surfaces of board (gray / off-white) having built in push type / suitable locking arrangement including metal bridges of suitable size for fixing of all electrical control devices complete with suitable anchoring arrangement in wall / column and keeping provision for cable inlets and exits as required (only front surface of the board will be considered for measurement). (Manufactured by RECO / NASCO / C&S or equivalent product of any other manufacturer)				
	4.9.2		With water tight arrangement.	sqm	5.3200	16240.00	86396.80
		DB	Supply & installation of outdoor type distribution board made of epoxy powder coated 14 SWG sheet steel with hinge type double doors having built in flash type locking arrangement, complete with copper bus bars (phases & nentral), copper earthing bars and indicating lamps in conformity to the distribution boards ratings as detailed below. The box shall be double door type i.e. one cover door inside through which knobs of MCB/MCCB's are accessible and no live part shall be accessible to an operator. The rate shall include supply & installation of MCB/MCCB, magnetic contractor (Siemens/Dorman Smith/Schneider/Eaton), photo cell, timer etc. The work shall be complete in all respect as per specifications, drawing and direction of the Engineer-in-Charge.				

Item no.	Remarks/PWD SCHEDULE 2018 Item no	Item name	Description of Items	Unit	Quantity	Rate	Total Amount
				a	b	c	d=bx c
			Sufficient gap must be maintained between bus bars and back side of the box. The item also includes the fixing of the cable lugs for distribution cables as per drawing and direction of the Engineer-in-Charge.				
			Box size : 650mm x 750mm x 150mm, Busbar: 120A SPN & E; Incoming: 63A SP/DP MCB;63A SP/DP Magnetic Contractor; Photo Cell & Timmer; Outgoing: up to 5x 36 A TP MCB (minimum 6 KA)	set	45.00	50000.00	2250000.00
		Auto Controller	Supplying and fixing of almirah type 18 SWG metal board of depth 228mm (6") duly painted with powder coating with epoxy polyester resin on all surfaces of board (gray / off-white) having built in push type / suitable locking arrangement including metal bridges of suitable size for fixing of all electrical control devices complete with suitable anchoring arrangement in wall / column and keeping provision for cable inlets and exits as required. Magnetic contractor -38A (Ith 60A) magnetic contactor -1nos, Thermal over load Relay-24- 36A ,Photo cell -2 nos, TPMCB-50A-1 Nos, Internal wiring, Phase indicator, all complete, approved and accepted by the Engineer-in-charge. MCB-2499, MC-12225, OLR-2777, Box 1 sqm-16240.	each	2.00	50,000.00	
16		Earthing	Earthing the electrical installation with 40 mm (1.5") dia G.I. pipe (earth electrode) having 6.35 mm. dia hole				



Item no.	Remarks/PWD SCHEDULE 2018 Item no	Item name	Description of Items	Unit	Quantity	Rate	Total Amount
				a	b	c	d=bx c
			across the pipe at 305 mm. interval securely bonded by soldering with 2 nos. of No-2 SWG HDDB earth leads (at the top of the electrode) with its protection by 20 mm. (3/4") dia G.I. pipe up-to plinth level run at a depth of 609.6 mm (2 ft.) below G.L up-to main board to be earthed including necessary connecting copper sockets, bolts, nuts, etc. complete for maintaining earth resistance within 1 ohm. [Fig : 4.17]				
	4.17 (vi)		Depth of bottom of main electrode at 37338 mm. (122.5 ft) from GL & length of electrode 36576 mm. (120 ft).	per set	10.00	42,261.00	422,610.00
		Connecting wire	Providing and drawing No.2 SWG HDDB wire through 20mm (3/4") dia G.I. pipe including fitting, fixing the G.I. pipe in wall or column complete as required.	meter	100.00	614.00	61,400.00
17	4.18	Earth Pit	Construction of earthing inspection pit inside measurement 600 mm x 600 mm with 250 mm thick brick in cement mortar (1:4) with 100mm thick RCC top slab (1:2:4) with 1% re-enforcement 450 mm dia water sealed CI man-hole cover with locking arrangement including necessary earth works, site filling and one brick flat soling 75 mm thick (1:3:6) base concrete for making inlet channel & 12mm thick (1:2) cement plaster with neat finishing etc. all complete up to a depth of .75 meter.	each	10.00	6,037.00	60,370.00
				for	18.761	km	66,126,416.43
				for	1.00	km	3,524,674.40
			proportionately for	for	9.7	km	34,069,502.75
<b>Total Cost in Million Taka</b>							<b>34.07</b>

Table 154: Cost abstract for security light network

Item no.	Remarks/PWD SCHEDULE 2018 Item no	Item name	Description of Items	Unit	Quantity	Rate	Total Amount
				a	b	c	d=bxc
1		Cable work (through PVC pipe)	Underground wiring: Providing & laying of the following XLPE insulated & PVC sheathed cable (N2XY) with PVC insulated green/white coloured ECC wire (BYA) connecting at both ends, through PVC pipe & accessories in the following manner: All electrical contacts shall be of brass/copper connected through connector or soldering ( no twisting shall be allowed) and cables shall be manufactured and tested according to relevant IEC/BDS/ BS/ VDE standards and as per detailed specification mentioned in Annexure-A. The work shall be carried out as per direction/approval/acceptance of the Engineer. <i>With cable manufactured by M/S BRB/Paradise/Poly/Citizen/BBS/Super sign cables Ltd.</i>				
			i) In kutchra ground by cutting 45.70 cm width x 91.40 cm depth trench with necessary brick or tile protection and mending the damages good by refilling trench with proper compaction.				
			ii) In pucca floor through PVC pipe by cutting trench of necessary size and mending the damages good by brick soling, 75 mm (1:2:4) CC work with neat cement finishing etc.				
			1C-2 x 16 sq.mm (N2XY) with 35 sq.mm (BYA) ECC wire through PVC pipe of minimum inner dia 40 mm having wall thickness of 1.9 mm.				
			In katchra ground	meter	8000.00	1205.00	9640000.00
			In pucca floor	meter	500.00	1294.00	647000.00
2			1C-4 x 25 sq.mm (N2XY) with 35 sq.mm (BYA) ECC wire through PVC pipe of minimum inner dia 50 mm				

Item no.	Remarks/PWD SCHEDULE 2018 Item no	Item name	Description of Items	Unit	Quantity	Rate	Total Amount
				a	b	c	d=bx c
		Concealed wiring (BYM)	having wall thickness of 2.59 mm. The work shall be carried out as per direction & approval of the Engineer.				
			In katcha ground	meter	2,500.00	1,844.00	4,610,000.00
			In pucca floor	meter	200.00	1,927.00	385,400.00
3		SECURITY LIGHT FITTINGS (LED)	Supply & fixing of LED street light fitting of the following features and model with all necessary elements such as driver, chips etc. complete. Model & sample shall be approved by the Engineer .				
			(i) GLORIAcatNo-GLST.1205 or equivalent product of ENERGY +, SUNKO, etc. (ii) Rated life : 50,000 hr (minimum) (iii) Luminux flux : 100 + 1m/w (iv) LED chips: EDISON/EPISTOR/OSRAM/PHILIPS/CREE/BRIDGELUX. (v) Driver: MEANWELL/OSRAM/PHILIPS/IEC standard. (vi) Body: Tempered glass pure Aluminium.				
	6.A.8.(iii).(a).1		100 W	each	250.00	9,358.00	2,339,500.00
	6.A.8.(iii).(a).2		150 W	each	-	11,773.00	
4		GI POLE	Providing following seamless hot dip galvanized GI pole fabricated with GI pipe complete with GI sockets, MS. base plate, top cover, necessary welding as required:- The length of the bracket shall be such that the end of light fixture will be 1.5meter (approx.) from the light column. A junction box to be installed at bottom level of the pole fabricated from 2.0mm (min.) mild steel sheet and hot deep galvanized complete with cover including termination unit, circuit breaker and earthing terminal etc. The work shall be completed as per drawing and direction of the Engineer.				

Item no.	Remarks/PWD SCHEDULE 2018 Item no	Item name	Description of Items	Unit	Quantity	Rate	Total Amount
				a	b	c	d=bx c
	3.2.3		Total length-30'(9m),Bottom-150mm,Top-100mm, Thikness-4.0mm, Base plate-300mmx300mm with 12mm th.	each	125	24149	3018625
	3.2.4		Total length-25'(8m),Bottom-150mm,Top-100mm, Thikness-4.0mm, Base plate-300mmx300mm with 12mm th.	each	0	19319	0
5	10.1(Civil)	Anchor Bolt	Supply and fixing of galvanized anchor bolts of variable dia for rigid frame conforming to ASTM F1554 Grade 55, Galvanized to A153, Class C or equivalent with minimum yield strength of 380 MPa, as per manual of steel construction by American Institute of Steel Construction (AISC) etc. including the cost of washer & bolts, material testing etc. all complete as per drawing, specification and direction of the Engineer-in-charge. Length-400mm, Dia -20mm,Bend length-100mm,Thred length-75mm with Nut ,Washer .	kg	582	180	104760
6		FORMWORK (Wooden)	Centering and shuttering, including strutting, propping etc. and removal of form after hardening of the concrete for:				
	07.15.3(Civil)		Pedestals, column, wall	sqm	334.80	429.00	143,629.20
7	08.1.2(Civil)	Re-Bar work	Grade 400 (RB 400 /RB 400W: complying BDS ISO 6935-2:2006) ribbed or deformed bar produced and marked according to Bangladesh standard, with minimum yield strength, fy (ReH)= 400 MPa but fy not exceeding 450 MPa and whatever is the yield strength within allowable limit as per BNBC/ ACI 318, the ratio of ultimate tensile strength fu to yield strength fy, shall be at least 1.25 and minimum elongation after fracture and minimum total elongation at maximum force is 16% and 8% respectively : up to ground floor.	kg	8424.00	82.00	690768

Item no.	Remarks/PWD SCHEDULE 2018 Item no	Item name	Description of Items	Unit	Quantity	Rate	Total Amount
				a	b	c	d=bx c
8	02.1.5 (Civil)	Earth work	Earth work in excavation in all kinds of soil for foundation trenches including layout, providing center lines, local bench-mark pillars, levelling, ramming and preparing the base, fixing bamboo spikes and marking layout with chalk powder, providing necessary tools and plants, protecting and maintaining the trench dry etc., stacking, cleaning the excavated earth at a safe distance out of the area enclosed by the layout etc. all complete and accepted by the Engineer-in-charge, subject to submit method statement of carrying out excavation work to the Engineer-in-charge for approval. However, engineer's approval shall not relieve the contractor of his responsibilities and obligations under the contract. Earthwork in excavation in foundation trenches up to 1.5 m depth and maximum 10 m lead: in very soft / saturated / organic clayey soil / soil of semi-liquid state.	Cum	253.20	217.00	54944.4
9	2.13 (Civil)	Back filling	Earth filling in foundation trenches and plinth in 150 mm layer with earth available within 90 m of the building site to achieve minimum dry density of 95% with optimum moisture content (Modified proctor test) including carrying, watering, levelling, dressing and compacting to a specified percentage each layer up to finished level etc. all complete and accepted by Engineer-in-charge.	Cum	172.80	149.00	25747.2
10	03.4.1 (Civil)	C.C. Work	Mass concrete (1:3:6) in foundation or in floor with cement, sand (F.M. 1.2) and picked jhama brick chips including breaking of chips, screening, mixing, laying, compacting to required level and curing for at least 7 days including the supply of water, electricity, costs of tools & plants and other charges etc. all complete and	Cum	7.92	6,647.00	52644.24

Item no.	Remarks/PWD SCHEDULE 2018 Item no	Item name	Description of Items	Unit	Quantity	Rate	Total Amount
				a	b	c	d=bx c
			accepted by the Engineer-in-charge.(Cement: CEM-II/A-M) Mass concrete in foundation (1:3:6) with cement, brick chips and sand of F.M. 1.2				
11	07.3.1(Civil)	RCC work	Reinforced cement concrete works with minimum cement content relates to mix ratio 1:1.5:3 having minimum f <sub>cr</sub> = 30 MPa, satisfying a specified compressive strength f <sub>c</sub> = 25 MPa at 28 days on standard cylinders as per standard practice of Code ACI/BNBC/ASTM, Cement conforming to BDS EN-197-1-CEM-I, 52.5N (52.5 MPa) / ASTM-C 150 Type – I, best quality Sylhet sand or coarse sand of equivalent F.M. 2.2 and 20 mm down well graded stone chips conforming to ASTM C-33, making and placing shutter in position and maintaining true to plumb, making shutter water-tight properly, placing reinforcement in position; mixing with standard mixer machine with hopper, fed by standard measuring boxes or mixing in batching plant, casting in forms, compacting by vibrator machine and curing at least for 28 days, removing centering-shuttering after specified time approved; including cost of water, electricity, testing charges of materials and concrete cylinders as required, cost of all materials and other charges etc. all complete, approved and accepted by the Engineer-in-charge. (Rate is excluding the cost of reinforcement and its fabrication, placing, binding etc. and the cost of shuttering & centering)				
			Individual & combined footing, pile cap, raft/mat, floor slab and foundation beam up to plinth level	cum	62.50	12154.00	759625.00

Item no.	Remarks/PWD SCHEDULE 2018 Item no	Item name	Description of Items	Unit	Quantity	Rate	Total Amount
				a	b	c	d=bx c
12	PWD-EM - ANALYSIS-38	GI Pipe for light bracket	G.I pipe 50mm dia	meter	720.00	410.00	295200.00
13		MCB Box	Supplying and fixing of almirah type 18 SWG metal board of depth 228mm (6") duly painted with powder coating with epoxy polyester resin on all surfaces of board (gray / off-white) having built in push type / suitable locking arrangement including metal bridges of suitable size for fixing of all electrical control devices complete with suitable anchoring arrangement in wall / column and keeping provision for cable inlets and exits as required (only front surface of the board will be considered for measurement). (Manufactured by RECO / NASCO / C&S or equivalent product of any other manufacturer)				
	4.9.2		With water tight arrangement.	sqm	5.3200	16240.00	86,396.80
		DB	Supply & installation of outdoor type distribution board made of epoxy powder coated 14 SWG sheet steel with hinge type double doors having built in flash type locking arrangement, complete with copper bus bars (phases & nentral), copper earthing bars and indicating lamps in conformity to the distribution boards ratings as detailed below. The box shall be double door type i.e. one cover door inside through which knobs of MCB/MCCB's are accessible and no live part shall be accessible to an operator. The rate shall include supply & installation of MCB/MCCB, magnetic contractor (Siemens/Dorman Smith/Schneider/Eaton), photo cell, timer etc. The work shall be complete in all respect as per specifications, drawing and direction of the Engineer-in-Charge. Sufficient gap must be maintained				

Item no.	Remarks/PWD SCHEDULE 2018 Item no	Item name	Description of Items	Unit	Quantity	Rate	Total Amount
				a	b	c	d=bx c
			between bus bars and back side of the box. The item also includes the fixing of the cable lugs for distribution cables as per drawing and direction of the Engineer-in-Charge.				
			Box size : 650mm x 750mm x 150mm, Busbar: 120A SPN & E;Incoming: 63A SP/DP MCB;63A SP/DP Magnetic Contractor;Photo Cell & Timmer; Outgoing: up to 5x 36 A TP MCB (minimum 6 KA)	set	4.00	50000.00	200000.00
		Auto Controller	Supplying and fixing of almirah type 18 SWG metal board of depth 228mm (6") duly painted with powder coating with epoxy polyester resin on all surfaces of board (gray / off-white) having built in push type / suitable locking arrangement including metal bridges of suitable size for fixing of all electrical control devices complete with suitable anchoring arrangement in wall / column and keeping provision for cable inlets and exits as required. Magnetic contractor -38A (Ith 60A) magnetic contactor -1nos,Tharmal over load Relay-24-36A ,Photo cell -2 nos, TPMCB-50A-1 Nos, Internal wiring, Phase indicator, all complete, approved and accepted by the Engineer-in-charge. MCB-2499, MC-12225, OLR-2777, Box 1 sqm-16240.	each	2.00	50,000.00	100,000.00
16		Earthing	Earthing the electrical installation with 40 mm (1.5") dia G.I. pipe (earth electrode) having 6.35 mm. dia hole across the pipe at 305 mm. interval securely bonded by soldering with 2 nos. of No-2 SWG HDBC earth leads (at the top of the electrode) with its protection by 20 mm. (3/4") dia G.I. pipe up-to plinth level run at a depth of 609.6 mm (2 ft.) below G.L up-to main board to be earthed including necessary connecting copper sockets, bolts, nuts, etc. complete for maintaining earth				



Item no.	Remarks/PWD SCHEDULE 2018 Item no	Item name	Description of Items	Unit	Quantity	Rate	Total Amount
				a	b	c	d=bx c
			resistance within 1 ohm.				
	4.17 (vi)		Depth of bottom of main electrode at 37338 mm. (122.5 ft) from GL & length of electrode 36576 mm. (120 ft).	per set	4.00	42,261.00	169,044.00
		Connecting wire	Providing and drawing No.2 SWG HDDB wire through 20mm (3/4") dia G.I. pipe including fitting, fixing the G.I. pipe in wall or column complete as required.	meter	15.00	614.00	9,210.00
17	4.18	Earth Pit	Construction of earthing inspection pit inside measurement 600 mm x 600 mm with 250 mm thick brick in cement mortar (1:4) with 100mm thick RCC top slab (1:2:4) with 1% re-enforcement 450 mm dia water sealed CI man-hole cover with locking arrangement including necessary earth works, site filling and one brick flat soling 75 mm thick (1:3:6) base concrete for making inlet channel & 12mm thick (1:2) cement plaster with neat finishing etc. all complete up to a depth of .75 meter.	each	4.00	6,037.00	24,148.00
				For	8.00	km	23,356,642
				for	1.00	km	2,919,580.25
			proportionately for	For	4	km	11678321
<b>Total Cost in Million Taka</b>							<b>11.68</b>

Table 155: Cost abstract for Water supply network

BPWD Item Code	Sl.No	Description	Unit	Quantity	Rate in Taka	Amount	Amount in Million Taka
02.1.5	1	Earth work in excavation in all kinds of soil for foundation trenches including layout, providing center lines, local bench-mark pillars, levelling, ramming and preparing the base, fixing bamboo spikes and marking layout with chalk powder, providing necessary tools and plants, protecting and maintaining the trench dry etc., stacking, cleaning the excavated earth at a safe distance out of the area enclosed by the layout etc. all complete and accepted by the Engineer-in-charge, subject to submit method statement of carrying out excavation work to the Engineer-in-charge for approval. However, engineer"s approval shall not relieve the contractor of his responsibilities and obligations under the contract. Extra rate for each additional 0.5 meter depth exceeding 1.5 meter.	Cum	16596	237.00	3933304.64	<b>3.93</b>
02.16.1.2	2	Site development/improvement by carted earth or dredged sand, sandy silt (free from any organic, foreign, environmental hazardous substances) carried by head or truck or any other means in/c cost of cutting or by dredging of sand, sandy silt, all; in/c local carrying, placing the earth/sand, sandy silt in the designated area, maintaining slopes, breaking lumps, levelling and dressing in layers up to finished level etc. all complete as per direction and accepted by the engineer in charge.	Cum	1440	449.00	646603.55	<b>0.65</b>
	3	Providing and fixing 3 layer PPR pipes UV stabilized & anti - micro bial fusion welded, having thermal stability for hot & cold water supply, excluding trenching, refilling cost ..etc - External work					
MR	a)	PN - 16 40mm dia pipe	Rm	600	111.84	67106.16	<b>0.07</b>
MR	e)	PN - 10 110mm dia pipe	Rm	13112	582.94	7643540.75	<b>7.64</b>
MR	f)	PN - 10 140mm dia pipe	Rm	937	1004.90	941589.24	<b>0.94</b>
MR	g)	PN - 10 160mm dia pipe	Rm	937	1224.35	1147214.54	<b>1.15</b>

BPWD Item Code	Sl.No	Description	Unit	Quantity	Rate in Taka	Amount	Amount in Million Taka
MR	h)	PN - 10 200mm dia pipe	Rm	937	1999.63	1873651.44	<b>1.87</b>
MR	i)	Providing and laying S& Centrifugally cast (spun) / Ductile iron 250mm dia pipes (classK7)	o	937	5304.00	4969848.00	<b>4.97</b>
MR	j)	Providing and laying S& Centrifugally cast (spun)/ Ductile iron 300mm dia pipes (classK7)	Rm	937	10123.00	9485251.00	<b>9.49</b>
MR	k)	Providing and laying S& Centrifugally cast (spun)/ Ductile iron 350mm dia pipes (classK7)	Rm	468	11736.00	5492448.00	<b>5.49</b>
MR	l)	Providing and laying S& Centrifugally (spun) / Ductile iron 400mm dia pipes (classK7)	Rm	468	13818.00	6466824.00	<b>6.47</b>
	<b>4</b>	Providing and fixing Butterfly valve					
MR	a)	PN - 16 40mm Butterfly valve	Each	2	11115.60	22231.20	<b>0.02</b>
MR	f)	PN - 16 110mm Butterfly valve	Each	6	17074.80	102448.80	<b>0.10</b>
MR	g)	PN - 16 160mm Butterfly valve	Each	1	21513.60	21513.60	<b>0.02</b>
MR	h)	PN - 16 200mm Butterfly valve	Each	1	44820.00	44820.00	<b>0.04</b>
MR	i)	250mmdia Butterfly valve - Ductile iron	Each	1	57967.20	57967.20	<b>0.06</b>
MR	o)	PN - 16 110mm Air valve	Each	21	40338.00	847098.00	<b>0.85</b>
MR	p)	PN - 16 160mm Air valve	Each	1	40836.00	40836.00	<b>0.04</b>

BPWD Item Code	Sl.No	Description	Unit	Quantity	Rate in Taka	Amount	Amount in Million Taka
MR	q)	PN - 16 200mm Air valve	Each	1	41035.20	41035.20	<b>0.04</b>
MR	r)	250mm dia Air valve - Ductile iron	Each	1	42240.00	42240.00	<b>0.04</b>
MR	s)	300mm dia Air valve - Ductile iron	Each	3	42480.00	127440.00	<b>0.13</b>
MR	t)	350mm dia Air valve - Ductile iron	Each	1	43320.00	43320.00	<b>0.04</b>
MR	u)	400mm dia Air valve - Ductile iron	Each	1	45240.00	45240.00	<b>0.05</b>
MR	x)	PN - 16 110mm Gate valve	Each	14	8605.20	120472.80	<b>0.12</b>
MR	y)	PN - 16 160mm Gate valve	Each	1	9852.00	9852.00	<b>0.01</b>
MR	z)	PN - 16 200mm Gate valve		1	10806.00	10806.00	<b>0.01</b>
MR	aa)	250mm dia Gate valve - Ductile iron	Each	1	14760.00	14760.00	<b>0.01</b>
MR	ab)	300mm dia Gate valve - Ductile iron	Each	3	17400.00	52200.00	<b>0.05</b>
MR	ac)	350mm dia Gate valve - Ductile iron	Each	1	18000.00	18000.00	<b>0.02</b>
MR	ad)	400mm dia Gate valve - Ductile iron	Each	1	24000.00	24000.00	<b>0.02</b>

BPWD Item Code	Sl.No	Description	Unit	Quantity	Rate in Taka	Amount	Amount in Million Taka
MR	7	Constructing masonry chamber 120x120x100cm inside, in brickwork in cement mortar 1:4 for sluice valve with CI surface box 100mmm top diameter, 160mm bottom diameter and 180mm deep inside with chain lid and RCC top slab 1:2:4 mix including necessary excavation, foundation .. etc	Each	17	2000.00	34000.00	<b>0.03</b>
MR	8	Constructing masonry chamber 90x90x100cm inside, in brickwork in cement mortar 1:4 for sluice valve with CI surface box 100mmm top diameter, 160mm bottom diameter and 180mm deep inside with chain lid and RCC top slab 1:2:4 mix including necessary excavation, foundation .. etc	Each	25	1800.00	45000.00	<b>0.05</b>
MR	9	Constructing masonry chamber 60x60x75cm inside, in brickwork in cement mortar 1:4 for sluice valve with CI surface box 100mmm top diameter, 160mm bottom diameter and 180mm deep inside with chain lid and RCC top slab 1:2:4 mix including necessary excavation, foundation .. etc	Each	32	1600.00	51200.00	<b>0.05</b>
<b>Total Cost in Million Taka</b>							<b>45.16</b>

Table 156: Cost abstract for sump & overhead tank

Sl. No	BPWD Item Code	Description	Unit	Quantity	Rate in Taka	Amount	Amount in Million Taka
1	BPWD rates 2018, Annex - A	Sump - Potable - Processing	Lit	4769000	20.34	97,007,713.85	97.01
2	BPWD rates 2018, Annex - A	OHT - Potable - Processing	Lit	397000	40.95	16,255,877.85	16.26
3	BPWD rates 2018, Annex - A	Sump - Non-Potable - Processing	Lit	4708000	20.34	95,766,893.86	95.77
4	BPWD rates 2018, Annex - A	OHT - Non-Potable - Processing	Lit	385000	40.95	15,764,516.30	15.76
5	BPWD rates 2018, Annex - A	Sump - Potable - Non-Processing	Lit	55000	20.34	1,118,772.12	1.12
6	BPWD rates 2018, Annex - A	OHT - Potable - Non-Processing	Lit	5000	40.95	204,733.98	0.20
7	BPWD rates 2018, Annex - A	Sump - Non-Potable - Non-Processing	Lit	26000	20.34	528,874.10	0.53
8	BPWD rates 2018, Annex - A	OHT - Non-Potable - Non-Processing	Lit	2000	40.95	81,893.59	0.08
<b>Total Cost in Million Taka</b>							<b>226.73</b>

Table 157: Cost abstract for water distribution pumps

Sl. No	BPWD Item Code	Description	Unit	Quantity	Rate in Taka	Amount	Amount in Million Taka
1	MR	Potable water pump - Processing	nos	3.00	490910.00	1,472,730.00	1.47
2	MR	Non-Potable water pump - Processing	nos	3.00	472728.00	1,418,184.00	1.42
<b>Total cost in Million Taka</b>							<b>2.89</b>

Table 158: Cost abstract for pump room

Sl. No	BPWD Item Code	Description	Unit	Quantity	Rate in Taka	Amount	Amount in Million Taka
1	MR	Construction of pump house with 16 m x 8 m area with hand operated crane for lifting the pump as per the specification and design in drawing for potable water - Processing area	Sqm	128	70313.00	9,000,064.00	9.00
2	MR	Construction of pump house with 16 m x 8 m area with hand operated crane for lifting the pump as per the specification and design in drawing for potable water - Non processing area	sqm	128	70313.00	9,000,064.00	9.00
<b>Total cost in Million Taka</b>							<b>18.00</b>

Table 159: Cost abstract for water treatment plant

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Collection sump		Aeration tank		Flash mixer		Filter Press feed & Back wash return pump		Clariflocculator	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
1	02.1.5	Earthwork excavation in all stiff clay, stiff back cotton, hard red earth, shales, murum, gravel, stoney earth and earth mixed with small size boulders and to the required depth including surveying wherever necessary with all leads and lifts for the materials as may be directed except in hard rock requiring blasting but inclusive of shoring strutting and baling out water wherever necessary, depositing the surplus earth in places shown clearing and levelling the site all complete in all respects complying with relevant standard specification and including the cost of removing shrubs, logs, roots, jungles if any, providing barricading arrangements and adequate safety measures (including refilling) 0 to 2m depth	237.00	Cum	610.40	144664.80	55.50	13153.50	27.20	6446.40	11.00	2607.00	626.66	148517.47
		Below 2m depth	155.25	Cum										
6	02.15.2	Refilling in foundation and basement and other similar works with	497.00	Cum							4.00	1988.00		

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Collection sump		Aeration tank		Flash mixer		Filter Press feed & Back wash return pump		Clariflocculator	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
		excavated earth in layers of 150mm thickness well-watered rammed and consolidated complying with relevant standard specifications as directed by the Departmental officers.												
2	02.16.1.2	Supplying and filling in foundation and basement with sand in layers of 150 mm thickness well-watered rammed and consolidated complying with relevant standard specifications including cost of sand and as directed by the Engineer in charge.	449.00	Cum	29.20	13110.80	2.70	1212.30	1.10	493.90	2.52	1132.83	23.58	10586.19
8	2.11	50 mm downgraded picked jhama khoa consolidation in foundation trenches by mixing the same with best quality local sand (F.M. 1.2) in 2:1 (khoa: sand) proportion to achieve minimum dry density of 95% with optimum moisture content (Modified proctor test) including breaking and screening chips, laying and spreading in 150 mm	4239.00	Cum										



S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Collection sump		Aeration tank		Flash mixer		Filter Press feed & Back wash return pump		Clariflocculator	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
		layers uniformly and compacting etc. all complete and accepted by the Engineer-in-charge.												
3	03.4.1	Mass concrete in foundation (1:3:6) with cement, brick chips and sand of F.M. 1.2	6647.00	Cum	29.20	194092.40	2.70	17946.90	1.10	7311.70	2.00	13294.00	23.58	156718.05
10	4.1	Brick works with first class bricks with cement sand (F.M. 1.2) mortar (1:6) in foundation and plinth, filling the joints/interstices fully with mortar, racking out the joints, cleaning and soaking the bricks at least for 24 hours before use and curing at least for 7 days etc. all complete including cost of water, electricity and other charges and accepted by the Engineer-in-charge. (Cement: CEM-II/A-M)	6040.00	Cum										
12		Brick partition wall in cement mortar 1:4 (One of cement and six of sand) 115 mm thick for superstructure In Following Floors using chamber burnt second												

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Collection sump		Aeration tank		Flash mixer		Filter Press feed & Back wash return pump		Clariflocculator	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
		class stock bricks of size 9"X4 1/2"X.3" having minimum average crushing strength of 50Kg/sqcm. including labour for fixing the doors, windows and ventilator frames in position fixing of hold fasts scaffolding, curing etc. complete in all respects complying with relevant standard specifications and drawings and as directed by the Departmental Officers.												
a		Ground floor	598.32	Sqm										
#REF!		In First floor	607.32	Sqm										
4	07.4.1	Reinforced cement concrete works with minimum cement content relates to mix ratio 1:1.25:2.5 having minimum f <sub>cr</sub> = 40 MPa, satisfying a specified compressive strength f <sub>c</sub> = 32 MPa at 28 days as per standard practice of Code ACI/BNBC/ASTM, Cement conforming to BDS EN-197-1-CEM-I, 52.5N (52.5 MPa)/ASTM-C 150 Type - I, and adding approved high range												

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Collection sump		Aeration tank		Flash mixer		Filter Press feed & Back wash return pump		Clariflocculator	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
		water reducing admixture of complying specific type (generally be Type-G) under ASTM-C 494, best quality coarsesand [Sylhet sand or coarse sand of equivalent F.M. 2.2], 20 mm down well gradedcrushed stone chips conforming to ASTM C-33, including screening sand through proper sieves, making and placing shutter in position and maintaining true to plumb, making shutter water-tight properly, placing reinforcement in position; mixing with standard mixer machine with hopper and fed by standard measuring boxes or mixing in batching plant, casting in forms, compacting by vibrator machine and curing at least for 28 days, removing centering-shuttering after specified time approved; including cost of water, electricity, testing charges of materials and cylinders as required, other charges etc. all complete, approved and												

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Collection sump		Aeration tank		Flash mixer		Filter Press feed & Back wash return pump		Clariflocculator	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
		accepted by the Engineer-in-charge. (Doses of admixture to be fixed in consultation with design office) (Rate is excluding the cost of reinforcement and its fabrication, placing, binding etc, admixture and the cost of shuttering & centering)												
a		In foundation and basement upto 1.50 Mt from Ground Level.	12451.00	Cum	341.30	4249526.30	8.80	109568.80	2.40	29882.40	3.00	37353.00	93.05	1158517.25
b		In Stilt floor	6062.82	Cum	304.56	1846493.74	10.49	63613.53	14.23	86244.82			165.85	1005513.49
5	07.2.1	Reinforced cement concrete works with minimum cement content relates to mix ratio 1:2:4 having minimum f <sub>cr</sub> = 27 MPa, satisfying a specified compressive strength f <sub>c</sub> = 22 MPa at 28 days on standard cylinders as per standard practice of Code ACI/BNBC/ASTM, cement conforming to BDS EN-197-1-CEM-I, 52.5N (52.5 MPa) / ASTM-C 150 Type - I, best quality Sylhet sand or coarse sand of equivalent F.M. 2.2 and 20 mm down well graded stone chips	11817.00	Cum										

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Collection sump		Aeration tank		Flash mixer		Filter Press feed & Back wash return pump		Clariflocculator	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
		conforming to ASTM C-33, making and placing shutter in position maintaining true to plumb, making shutter water-tight properly, placing reinforcement in position; mixing in standard mixer machine with hopper fed by standard measuring boxes or mixing in batching plant, casting in forms, compacting by vibrator machine and curing at least for 28 days, removing centering-shuttering after specified time approved; including cost of water, electricity, testing charges of materials and cylinders as required, other charges etc. all complete, approved and accepted by the Engineer-in-charge. (Rate is excluding the cost of reinforcement and its fabrication, placing, binding etc. and the cost of shuttering & centering)												
6		Providing formwork for reinforced cement concrete works using M.S. or plywood												

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Collection sump		Aeration tank		Flash mixer		Filter Press feed & Back wash return pump		Clariflocculator	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
		shuttering of size 90x60cm and MS 10 gauge stiffened with M.S. angle of size 25mm x 25mm x 3mm for boarding laid over silver oak (C.W.) joist of size 10cm x 6.50cm (spaced about 90cm c/c) and supported by MS pipe supports/wooden props of 10cm to 13 cm dia. (spaced about 75 cm c/c) etc., including strutting up to 3 m height and removing the same after a specified period without damaging the CC works complying with relevant standard specification and as directed by the Engineer in charge												
		a) For R.C.C. works in foundation and basement such as grid beam, plinth beam, raft beam, raft slab, column base, column footings, other similar nature of works etc all complete	450.00	Sqm	71.70	32265.00	6.30	2835.00	6.80	3060.00	8.00	3600.00	39.08	17586.64
		b) For reinforced cement concrete works such as floor and roof slab, lintels, beams staircase waist and landing slab and plane surfaces and other similar works. (0-3 m)	500.00	Sqm	984.95	492473.02	38.30	19149.81	42.21	21105.00			54.82	27411.24

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Collection sump		Aeration tank		Flash mixer		Filter Press feed & Back wash return pump		Clariflocculator	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
		c) For RCC surface of columns and in small quantities such as sunshades, parapet cum drops, window boxing in projections and other similar works.	550.00	Sqm	624.50	343475.00	41.60	22880.00	82.80	45540.00			1021.95	562072.66
23		Supplying, fitting and fixing of aluminium sliding window as per the U.S. Architectural Aluminium Manufacturer's Association (AAMA) standard specification and BDS 1879:2014 having 1.2 mm thick outer bottom (size 75.50 mm, 32mm), 1.2 mm thick outer top (size 75.50 mm, 16.80 mm), 1.2 mm thick shutter top (size 33 mm.26.80, 22 mm), 1.2 mm thick shutter bottom (size 60mm, 24.40 mm), 1.2 mm thick outer side (size 75.50 mm,19.90 mm), 1.2 mm thick shutter lock (size 49.20 mm 26.20 mm) and 1.2 mm thick inter lock (size 34.40 mm, 32.10 mm) sections all aluminium members (total weight kg/sqm) will be anodized to aluminium bronze/silver/ss/black												

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Collection sump		Aeration tank		Flash mixer		Filter Press feed & Back wash return pump		Clariflocculator	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
		colour with a coat not less than 15 microns in thickness or powder coated to any colour with a coat not less than 25 microns in thickness and density of 4 mg per square cm etc. including all accessories like sliding door key lock, sliding door wheel, sliding door mohair, sliding door neoprene, bolts and nuts including sealants, keeping provision for fitting 5 mm thick glass including labour charge for fitting of accessories, making grooves and mending good damages, carriage, and electricity complete in all respect as per drawing and accepted by the Engineer-in-charge.												
		Aluminum clips, handle stoppers and fixing 4mm thick plain glass lock L angles, screws including, conveyance scaffolding if any etc complete. necessary dismantling makes holes in RCC columns, beams, masonry wherever necessary power drill to extent required and made good												



S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Collection sump		Aeration tank		Flash mixer		Filter Press feed & Back wash return pump		Clariflocculator	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
		the original condition after fixing as directed by the departmental officers and complying with relevant standard specification. The alu. surface is to be anodized with matt finish under electrically controlled condition in accordance with ISI specification 1868/1962 for an average anodic film thickness of not less than 15 (fifteen) microns. All the materials should be got approved by the SE before fixing in position.												
	14.6	a) Window	4146.00	Sqm										
8	4.25	75 mm thick cement concrete (1:3:6) flooring with cement, best quality coarse sand and 19 mm downgraded picked jhama brick chips including breaking of chips, screening, mixing, laying, compacting, washing and screening of sand (F.M 1.2) and curing at least for 7 days etc. including cost of water, electricity and other charges etc. all complete and accepted by the	507.00	Sqm									214.94	108976.53

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Collection sump		Aeration tank		Flash mixer		Filter Press feed & Back wash return pump		Clariflocculator	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
		Engineer-in-charge. (Cement: CEM-II/A-M)												
#REF!														
37	6.11	Supplying, fitting and fixing country made rustic or matt finished stair tiles complying BDS ISO 13006: 2015, water absorption ≤ 0.5%, modulus of rupture (MOR) ≥ 27 N/mm2, irrespective of color &/or design, with 20 mm thick cement sand (F.M. 1.2) mortar (1:3) base and raking out the joints with white cement including cutting, laying and hire charge of machine and finishing with care etc. including water, electricity and other charges complete in all respect and accepted by the Engineer-in-charge. (Cement: CEMII/ A-M). In ground floor	1935.00	Sqm										
#REF!	6.14	Supplying, fitting and fixing country made floor tiles complying BDS ISO 13006: 2015, water absorption ≤ 0.5%, modulus of rupture (MOR) ≥ 27 N/mm2, irrespective of	2256.00	Sqm										

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Collection sump		Aeration tank		Flash mixer		Filter Press feed & Back wash return pump		Clariflocculator	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
		color &/or design, with adhesives in full thickness of tiles, filler/tiles grout including cutting, shaping, placing in proper level etc. all complete and accepted by the Engineer-in-charge. In ground floor GP mirror polished floor tiles (600 mm x 900 mm)												
39	6.16	Supplying, fitting and fixing 20mm to 25mm thick machine made cement pavement tiles having minimum compressive strength of 27 MPa, irrespective of color &/or design, with 20 mm thick cement sand (F.M. 1.2) mortar (1:4) base and making the joints carefully in true straight line including cutting, laying and hire charge of machine and finishing with care etc. including water, electricity and other charges complete in all respect and accepted by the Engineer-in-charge. (Cement: CEM-II/A-M).	2481.00	Cum										

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Collection sump		Aeration tank		Flash mixer		Filter Press feed & Back wash return pump		Clariflocculator	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
		In ground floor Pavement tiles of size 300 mm x 300 mm												
43	07.17.3	Water-proofing membrane on the floor or on the horizontal surfaces with permanent protective cover & wearing coarse. (Rate is excluding the cost of protective cover and wearing coarse which to be paid as per corresponding items in this schedule)	908.00	Sqm										
9	4.3	Brick works with first class bricks with cement sand (F.M. 1:2) mortar (1:4) in exterior walls including filling the interstices with mortar, raking out joints, cleaning and soaking the bricks at least for 24 hours before use and washing of sand, necessary scaffolding, curing at least for 7 days etc. all complete including cost of water, electricity and other charges (measurement to given as 250 mm width for one brick length and 375 mm for one brick and a half brick length) accepted	6769.00	Cum			6.00	40614.00						

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Collection sump		Aeration tank		Flash mixer		Filter Press feed & Back wash return pump		Clariflocculator	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
		by the Engineer-in-charge. (Cement: CEM-II/A-M) In ground floor												
10	06.6.3	Supplying, fitting and fixing country made glazed wall tiles complying BDS ISO 13006: 2015, irrespective of color &/or design, with 20 mm thick cement sand (F.M. 1.2) mortar (1:3) base and raking out the joints with white cement including cutting, laying and hire charge of machine and finishing with care etc. including cost of water, electricity and other charges complete in all respect and accepted by the Engineer-in-charge. (Cement: CEMII/ A-M). In ground floor Wall tiles more than 250 mm x 400 mm & less than or equal to 300 mm x 600 mm in sizes	1817.00	Sqm			27.32	49633.44						
11	15.1	Minimum 12 mm thick cement sand (F.M. 1.2) plaster (1:4) with fresh cement to both inner and outer surface of wall, finishing the corner and edges including washing of	243.00	Sqm	310.90	75548.70	7.50	1822.50	36.80	8942.40			673.21	163590.21

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Collection sump		Aeration tank		Flash mixer		Filter Press feed & Back wash return pump		Clariflocculator	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
		sand, cleaning the surface, curing at least for 7 days, cost of water, electricity, scaffolding and other charges etc. all complete in all respect as per drawing and accepted by the Engineer-in-charge. (Cement: CEM-II/A-M) ground floor.												
12		Plastering in C.M 1:3 (one of cement OPC 53 grade (Considered 35% of fly ash in replacement of cement) and three of sand) 10 mm thick for bottom of sunshade, ceiling in all floors, including scaffolding, curing, finishing, etc complete in all respects complying with relevant standard specification and as directed by the Engineer in charge (Cement will be supplied free of cost by the Employer at project site; The contractor is to take delivery of the cement from the site. The quote should not include the cost of cement but should include all other items including fly ash)	197.80	Sqm	1014.90	200747.22	64.90	12837.22	32.10	6349.38				

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Collection sump		Aeration tank		Flash mixer		Filter Press feed & Back wash return pump		Clariflocculator	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
13	08.1.2	Grade 400 (RB 400 /RB 400W: complying BDS ISO 6935-2:2006) ribbed or deformed bar produced and marked according to Bangladesh standard, with minimum yield strength, fy (ReH)= 400 MPa but fy not exceeding 450 MPa and whatever is the yield strength within allowable limit as per BNBC/ ACI 318, the ratio of ultimate tensile strength fu to yield strength fy, shall be at least 1.25 and minimum elongation after fracture and minimum total elongation at maximum force is 16% and 8% respectively : up to ground floor.												
		Mild steel bars/RTS bars	82000.00	MT	50.26	4121635.28	1.70	139400.00	1.800	147600.00	0.417	34194.00	18.452	1513095.83
75	30.15.2	Supplying and placing of approx. 60 mm thick coloured uni-block for paving walk way having compressive strength of 15 N/mm2 on compacted sand bed of 50 mm on stabilized soil base, and filling all	1276.00	Sqm										

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Collection sump		Aeration tank		Flash mixer		Filter Press feed & Back wash return pump		Clariflocculator	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount
		interstices with sand, cleaning etc. accepted by the Engineer-in-charge.												
76	30.3	Supplying, carrying, placing, providing of concrete Kerb stone size 600 mm x 300 mm x 100 mm approved and accepted by the Engineer-in-charge.	238.00	Sqm										
#RE F!	26.82.1	950 mm x 950 mm x 75 mm R.C.C. pit cover with 450 mm dia C.I. manhole cover.	2280.00	Nos	3.00	6840.00			16.00	36480.00				
#RE F!		Providing and fixing hand rail of approved size by welding etc. to steel ladder railing, balcony railing and staircase railing including applying a priming coat of approved steel primer.	316.70	Rmt	40.53	12835.22							51.00	16151.70
		Total				117337.00		494667.00		399456.00		94169.00		4888738.00
		Total amount in lakhs				117.337		4.947		3.995		0.942		48.887



Table 160: Cost abstract for water treatment plant (Continuation)

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
1	02.1.5	Earthwork excavation in all stiff clay, stiff back cotton, hard red earth, shales, murum, gravel, stoney earth and earth mixed with small size boulders and to the required depth including surveying wherever necessary with all leads and lifts for the materials as may be directed except in hard rock requiring blasting but inclusive of shoring strutting and baling out water wherever necessary,	237.00	Cum	282.89	67046.06			66.90	15855.30	90.50	21448.50	63.00	14931.00	1834.05	434670.03

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		depositing the surplus earth in places shown clearing and levelling the site all complete in all respects complying with relevant standard specification and including the cost of removing shrubs, logs, roots, jungles if any, providing barricading arrangements and adequate safety measures (including refilling) 0 to 2m depth														
		Below 2m depth	155.25	Cum	77.80	12077.84			49.50	7684.88			50.00	7762.50	177.30	27525.21
6	02.15.2	Refilling in foundation and basement and other	497.00	Cum									52.00	25844.00	56.00	27832.00

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		similar works with excavated earth in layers of 150mm thickness well-watered rammed and consolidated complying with relevant standard specifications as directed by the Departmental officers.														
2	02.16.1.2	Supplying and filling in foundation and basement with sand in layers of 150 mm thickness well-watered rammed and consolidated complying with relevant standard specifications including cost of sand and as directed by	449.00	Cum	10.06	4518.86			2.20	987.80	18.10	8126.90	5.00	2245.00	94.46	42414.58

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		the Engineer in charge.														
8	2.11	50 mm downgraded picked jhama khoa consolidation in foundation trenches by mixing the same with best quality local sand (F.M. 1.2) in 2:1 (khoa: sand) proportion to achieve minimum dry density of 95% with optimum moisture content (Modified proctor test) including breaking and screening chips, laying and spreading in 150 mm layers uniformly and compacting	4239.00	Cum												

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		etc. all complete and accepted by the Engineer-in-charge.														
3	03.4.1	Mass concrete in foundation (1:3:6) with cement, brick chips and sand of F.M. 1.2	6647.00	Cum	10.06	66897.27			2.20	14623.40	18.10	120310.70	4.00	26588.00	92.94	617782.42
10	4.1	Brick works with first class bricks with cement sand (F.M. 1.2) mortar (1:6) in foundation and plinth, filling the joints/intertices fully with mortar, racking out the joints, cleaning and soaking the bricks at least for 24 hours before use and curing at	6040.00	Cum												

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount			
		least for 7 days etc. all complete including cost of water, electricity and other charges and accepted by the Engineer-in-charge. (Cement: CEM-II/A-M)															
12		Brick partition wall in cement mortar 1:4 (One of cement and six of sand) 115 mm thick for superstructure In Following Floors using chamber burnt second class stock bricks of size 9"X4 1/2"X.3 " having minimum average crushing															

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount			
		strength of 50Kg/sqcm. including labour for fixing the doors, windows and ventilator frames in position fixing of hold fasts scaffolding, curing etc. complete in all respects complying with relevant standard specifications and drawings and as directed by the Departmental Officers.															
a		Ground floor	598.32	Sqm													
#REF!		In First floor	607.32	Sqm													
4	07.4.1	Reinforced cement concrete works with minimum cement content relates to															

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount			
		mix ratio 1:1.25:2.5 having minimum f <sub>cr</sub> = 40 MPa, satisfying a specified compressive strength f <sub>ck</sub> = 32 MPa at 28 days on standard cylinders as per standard practice of Code ACI/B NBC/ASTM, Cement conforming to BDS EN-197-1-CEM-I, 52.5N (52.5 MPa)/ASTM -C 150 Type - I, and adding approved high range water reducing admixture of complying specific type (generally be Type-G) under ASTM-C															



S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		494, best quality coarsesand [Sylhet sand or coarse sand of equivalent F.M. 2.2], 20 mm down well graded crushed stone chips conforming to ASTM C-33, including screening sand through proper sieves, making and placing shutter in position and maintaining true to plumb, making shutter water-tight properly, placing reinforcement in position; mixing with standard mixer machine with														

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		hopper and fed by standard measuring boxes or mixing in batching plant, casting in forms, compacting by vibrator machine and curing at least for 28 days, removing centering-shuttering after specified time approved; including cost of water, electricity, testing charges of materials and cylinders as required, other charges etc. all complete, approved and accepted by the Engineer-in-charge.														

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		(Doses of admixture to be fixed in consultation with design office) (Rate is excluding the cost of reinforcement and its fabrication, placing, binding etc, admixture and the cost of shuttering & centering)														
a		In foundation and basement upto 1.50 Mt from Ground Level.	12451.00	Cum	125.13				6.70	83421.70			16.00	199216.00	596.38	7425472.42
b		In Stilt floor	6062.82	Cum					15.00	90942.29					510.13	3092807.87
5	07.2.1	Reinforced cement concrete works with minimum cement content relates to mix ratio 1:2:4 having minimum	11817.00	Cum							70.20	829553.40			70.20	829553.40

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount			
		<p><math>f_{cr} = 27</math> MPa, satisfying a specified compressive strength <math>f_c = 22</math> MPa at 28 days on standard cylinders as per standard practice of Code ACI/BNBC/ASTM, cement conforming to BDS EN-197-1-CEM-I, 52.5N (52.5 MPa) / ASTM-C 150 Type - I, best quality Sylhet sand or coarse sand of equivalent F.M. 2.2 and 20 mm down well graded stone chips conforming to ASTM C-33, making and placing shutter in position</p>															

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount			
		maintaining true to plumb, making shutter water-tight properly, placing reinforcement in position; mixing in standard mixer machine with hopper fed by standard measuring boxes or mixing in batching plant, casting in forms, compacting by vibrator machine and curing at least for 28 days, removing centering-shuttering after specified time approved; including															

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount			
		cost of water, electricity, testing charges of materials and cylinders as required, other charges etc. all complete, approved and accepted by the Engineer-in-charge. (Rate is excluding the cost of reinforcement and its fabrication, placing, binding etc. and the cost of shuttering & centering)															
6		Providing formwork for reinforced cement concrete works using M.S. or															

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount			
		plywood shuttering of size 90x60cm and MS 10 gauge stiffened with M.S. angle of size 25mm x 25mm x 3mm for boarding laid over silver oak (C.W.) joist of size 10cm x 6.50cm (spaced about 90cm c/c) and supported by MS pipe supports/wooden props of 10cm to 13 cm dia. (spaced about 75 cm c/c) etc., including strutting up to 3 m height and removing the same after a specified period without															

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		damaging the CC works complying with relevant standard specification and as directed by the Engineer in charge														
		a) For R.C.C. works in foundation and basement such as grid beam, plinth beam, raft beam, raft slab, column base, column footings, other similar nature of works etc all complete	450.00	Sqm	16.99	7646.79			6.40	2880.00	21.20	9540.00	95.00	42750.00	271.47	122163.43
		b) For reinforced cement concrete works such as floor and roof slab, lintels, beams staircase waist and landing slab and plane	500.00	Sqm											1120.28	560139.07



S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		surfaces and other similar works. (0-3 m)														
		c) For RCC surface of columns and in small quantities such as sunshades, parapet cum drops, window boxing in projections and other similar works.	550.00	Sqm	222.27	122250.68			126.90	69795.00					2120.02	1166013.34
23		Supplying, fitting and fixing of aluminium sliding window as per the U.S. Architectural Aluminium Manufacturer's Association (AAMA) standard specification and BDS 1879:2014 having 1.2 mm thick														

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount			
		outer bottom (size 75.50 mm, 32mm), 1.2 mm thick outer top (size 75.50 mm, 16.80 mm), 1.2 mm thick shutter top (size 33 mm.26.80, 22 mm), 1.2 mm thick shutter bottom (size 60mm, 24.40 mm), 1.2 mm thick outer side (size 75.50 mm,19.90 mm), 1.2 mm thick shutter lock (size 49.20 mm 26.20 mm) and 1.2 mm thick inter lock (size 34.40 mm, 32.10 mm) sections all aluminium members (total weight kg/sqm) will be anodized to aluminium															

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount			
		bronze/silver/ss/black colour with a coat not less than 15 microns in thickness or powder coated to any colour with a coat not less than 25 microns in thickness and density of 4 mg per square cm etc. including all accessories like sliding door key lock, sliding door wheel, sliding door mohair, sliding door neoprene, bolts and nuts including sealants, keeping provision for fitting 5 mm thick glass including labour															

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount			
		charge for fitting of accessories, making grooves and mending good damages, carriage, and electricity complete in all respect as per drawing and accepted by the Engineer-in-charge.															
		Aluminum clips, handle stoppers and fixing 4mm thick plain glass lock L angles, screws including, conveyance scaffolding if any etc complete. necessary dismantling makes holes in RCC columns, beams, masonry wherever necessary															

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		power drill to extent required and made good the original condition after fixing as directed by the departmental officers and complying with relevant standard specification . The alu. surface is to be anodized with matt finish under electrically controlled condition in accordance with ISI specification 1868/1962 for an average anodic film thickness of not less than 15 (fifteen) microns. All the materials should be got approved by the SE before														

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		fixing in position.														
	14.6	a) Window	4146.00	Sqm												
8	4.25	75 mm thick cement concrete (1:3:6) flooring with cement, best quality coarse sand and 19 mm downgraded picked jhama brick chips including breaking of chips, screening, mixing, laying, compacting, washing and screening of sand (F.M 1.2) and curing at least for 7 days etc. including cost of water, electricity and other charges etc. all complete and accepted	507.00	Sqm	83.65	42408.92			8.00	4056.00			13.00	6591.00	319.59	162032.45

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		by the Engineer-in-charge. (Cement: CEM-II/A-M)														
#REF!																
37	6.11	Supplying, fitting and fixing country made rustic or matt finished stair tiles complying BDS ISO 13006: 2015, water absorption ≤ 0.5%, modulus of rupture (MOR) ≥ 27 N/mm <sup>2</sup> , irrespective of color &/or design, with 20 mm thick cement sand (F.M. 1.2) mortar (1:3) base and raking out the joints with white cement	1935.00	Sqm												

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount			
		including cutting, laying and hire charge of machine and finishing with care etc. including water, electricity and other charges complete in all respect and accepted by the Engineer-in-charge. (Cement: CEMII/ A-M). In ground floor															
#REF!	6.14	Supplying, fitting and fixing country made floor tiles complying BDS ISO 13006: 2015, water absorption ≤ 0.5%, modulus of rupture (MOR) ≥ 27 N/mm <sup>2</sup> ,	2256.00	Sqm													



S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount			
		irrespective of color &/or design, with adhesives in full thickness of tiles, filler/tiles grout including cutting, shaping, placing in proper level etc. all complete and accepted by the Engineer-in-charge. In ground floor GP mirror polished floor tiles (600 mm x 900 mm)															
39	6.16	Supplying, fitting and fixing 20mm to 25mm thick machine made cement pavement tiles having	2481.00	Cum													

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount			
		minimum compressive strength of 27 MPa, irrespective of color &/or design, with 20 mm thick cement sand (F.M. 1:2) mortar (1:4) base and making the joints carefully in true straight line including cutting, laying and hire charge of machine and finishing with care etc. including water, electricity and other charges complete in all respect and accepted by the Engineer-in-charge. (Cement: CEM-II/A-M). In ground floor															

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		Pavement tiles of size 300 mm x 300 mm														
43	07.17.3	Water-proofing membrane on the floor or on the horizontal surfaces with permanent protective cover & wearing coarse. (Rate is excluding the cost of protective cover and wearing coarse which to be paid as per corresponding items in this schedule)	908.00	Sqm												
9	4.3	Brick works with first class bricks with cement sand (F.M. 1.2) mortar (1:4) in exterior walls	6769.00	Cum											6.00	40614.00

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		including filling the interstices with mortar, raking out joints, cleaning and socking the bricks at least for 24 hours before use and washing of sand, necessary scaffolding, curing at least for 7 days etc. all complete including cost of water, electricity and other charges (measurement to given as 250 mm width for one brick length and 375 mm for one brick and a half brick length) accepted by the Engineer-in-charge. (Cement:														

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		CEM-II/A-M) In ground floor														
10	06.6.3	Supplying, fitting and fixing country made glazed wall tiles complying BDS ISO 13006: 2015, irrespective of color &/or design, with 20 mm thick cement sand (F.M. 1.2) mortar (1:3) base and raking out the joints with white cement including cutting, laying and hire charge of machine and finishing with care etc. including cost of water, electricity and other charges complete in all respect	1817.00	Sqm											27.32	49633.44

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		and accepted by the Engineer-in-charge. (Cement: CEMII/ A-M). In ground floor Wall tiles more than 250 mm x 400 mm & less than or equal to 300 mm x 600 mm in sizes														
11	15.1	Minimum 12 mm thick cement sand (F.M. 1.2) plaster (1:4) with fresh cement to both inner and outer surface of wall, finishing the corner and edges including washing of sand, cleaning the surface, curing at least for 7 days, cost of	243.00	Sqm	194.78	47332.46			134.90	32780.70			90.00	21870.00	1448.09	351886.96

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		water, electricity, scaffolding and other charges etc. all complete in all respect as per drawing and accepted by the Engineer-in-charge. (Cement: CEM-II/A-M) ground floor.														
12		Plastering in C.M 1:3 (one of cement OPC 53 grade (Considered 35% of fly ash in replacement of cement) and three of sand) 10 mm thick for bottom of sunshade, ceiling in all floors, including scaffolding, curing, finishing, etc	197.80	Sqm											1111.90	219933.82

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		complete in all respects complying with relevant standard specification and as directed by the Engineer in charge (Cement will be supplied free of cost by the Employer at project site; The contractor is to take delivery of the cement from the site. The quote should not include the cost of cement but should include all other items including fly ash)														
13	08.1.2	Grade 400 (RB 400 /RB 400W: complying BDS ISO 6935-														



S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount			
		2:2006) ribbed or deformed bar produced and marked according to Bangladesh standard, with minimum yield strength, fy (ReH)= 400 MPa but fy not exceeding 450 MPa and whatever is the yield strength within allowable limit as per BNBC/ ACI 318, the ratio of ultimate tensile strength fu to yield strength fy, shall be at least 1.25 and minimum elongation after fracture and minimum															

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		total elongation at maximum force is 16% and 8% respectively : up to ground floor.														
		Mild steel bars/RTS bars	82000.00	MT	12.177	998487.24			1.400	114800.00			3.00	246000.00	89.21	7315212.34
75	30.15.2	Supplying and placing of approx. 60 mm thick coloured uni-block for paving walk way having compressive strength of 15 N/mm <sup>2</sup> on compacted sand bed of 50 mm on stabilized soil base, and filling all interstices with sand, cleaning etc. accepted by the Engineer-incharge.	1276.00	Sqm												

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount	
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount			
76	30.3	Supplying, carrying, placing, providing of concrete Kerb stone size 600 mm x 300 mm x 100 mm approved and accepted by the Engineer-in-charge.	238.00	Sqm													
	26.82.1	950 mm x 950 mm x 75 mm R.C.C. pit cover with 450 mm dia C.I. manhole cover.	2280.00	Nos	3.00	6840.00									22.00	50160.00	
		Providing and fixing hand rail of approved size by welding etc. to steel ladder railing, balcony railing and staircase railing including	316.70	Rmt											91.53	28986.92	

S. No.	Reference - BPWD 2018	Description of work	Rate	Unit	Filter feed tank		Valve sump		Sludge & Valve sump		Filter platform		Back wash sump		Total Qty	Amount
					Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount	Qty	Amount		
		applying a priming coat of approved steel primer.														
		<b>Total</b>				<b>293350.0</b>				<b>437828.00</b>		<b>988980.00</b>		<b>593798.00</b>		<b>2256483.400</b>
		<b>Total amount in lakhs</b>				<b>29.335</b>				<b>4.378</b>		<b>9.890</b>		<b>5.938</b>		<b>225.648</b>

Table 161: Cost abstract - WTP

S. No.	Description	Amount	Amount in Million Taka
1	Collection sump	11,733,708	11.73
2	Aeration tank	494,667	0.49
3	Flash mixer & Spillter Box	399,456	0.40
4	Clariflocculator	4,888,738	4.89
5	Filter feed tank	2,933,494	2.93
6	Sludge sump	437,828	0.44
7	Filter platform	988,980	0.99
8	Air blower /MCC control room	4,884,836	4.88
9	Chemical storage house	900,749	0.90
10	Filter Press house	2,962,088	2.96
11	Building-Internal electrification	614,910	0.61
12	Electro mechanical cost	12,744,354	12.74
13	Back wash drain collection sump	593,798	0.59
14	Filter press drain water return pump platform	94,169	0.09
	<b>Total</b>	<b>44,577,606</b>	<b>44.67</b>
15	<b>WTP Infrastructure cost (10%)</b>		4.47
		<b>Total cost in Lakhs</b>	<b>49.14</b>
	WTP capacity	2.5	MLD
		Cost per MLD	19.66
		Cost escalation	4%
		cost per MLD in Million Taka	20.383
		<b>Total cost for 5 MLD in Million Taka</b>	<b>98.33</b>

Table 162: Cost abstract for fire hydrant

S. No	Reference -	Description	Unit rate (USD)	Quantity	Amount (USD)
1	MR	Supply and fixing of Fire Hydrant (From the non-potable water main line), Dry Pillar Type, 100mm Dia High Barrel Depth and angle inlet Made of Ductile Iron, (1200 mm Bury Length), with One Pumper Connection 4" BSP Threaded and Outlet with two nos. of 2.5" BSP Aluminium couplings, Rated Pressure 16 Bar, BS EN14384, LPCB Approved, complete as per direction of Engineer in Charge.	432	1	432
2	MR	Supply and fixing of Valve-Gate, Resilient Wedge OS&Y. 4" Size, Flanged X Flanged Type WP 300 PSI, FM/UL Approved, complete as per direction of Engineer in Charge.	112.75	1	112.75
3	MR	Supply and fixing of Standard Hydrant Cabinet, Self-Standing Type, Standard Accessories, Made of Full 1mm Mild Steel Red Painted, Size (800x1000x250x600Leg). Hose Synthetic Single Jacket 2.5" x 30 Mtrs. with Morris Std. Aluminium Anodized Coupling, 200psi Working Pressure, Red Color, UL Listed , BRANCH -2 Nos.(FOG NOZZLE) 2.5" MALE BS336 BRASS JET & SPRAY UL LISTED, Axe with wood/plastic handle size small -1 No, for hydrant cabinet, -1 No. Hydrant Universal Spanner -1 No. Key for Hydrant, Chrome Plated Handle	334.5	1	334.5
				Unit rate in USD	879.25
				Unit rate in in BDT	73857

Description	Unit -Nos	Unit rate in Taka	Rate in Taka	Amount in million Taka
Fire hydrant	65.00	73857	4800705	<b>4.80</b>

Table 163: Cost abstract for Effluent network

Sl. No.	BPWD Item Code	Description	Unit	Quantity	Rate in Taka	Amount	Amount in Million Taka
1	02.1.5	Earth work in excavation in all kinds of soil for foundation trenches including layout, providing center lines, local bench-mark pillars, levelling, ramming and preparing the base, fixing bamboo spikes and marking layout with chalk powder, providing necessary tools and plants, protecting and maintaining the trench dry etc., stacking, cleaning the excavated earth at a safe distance out of the area enclosed by the layout etc. all complete and accepted by the Engineer-in-charge, subject to submit method statement of carrying out excavation work to the Engineer-in-charge for approval. However, engineer's approval shall not relieve the contractor of his responsibilities and obligations under the contract. Extra rate for each additional 0.5 meter depth exceeding 1.5 meter.	Cum	28902.87	237.00	6849979.60	6.85
2	MR	Constructing brick masonry circular manhole 0.91m internal dia at bottom and 0.56m dia at top in cement mortar 1:4 inside cement plaster 12mm thick in cement mortar 1:3 foundation concrete 1:3:6 mix and making .etc	Each	141.00	2371.00	334311.00	0.33
3	MR	Constructing brick masonry circular manhole 1.22m internal dia at bottom and 0.56m dia at top in cement mortar 1:4 inside cement plaster 12mm thick in cement mortar 1:3 foundation concrete 1:3:6 mix and making .etc	Each	125.00	2534.00	316750.00	0.32
c)	MR	Effluent pipe - RCC hume pipe 150mm dia	Rm	4215	795.60	3353454.00	3.35
d)	MR	Effluent pipe - RCC hume pipe 200mm dia	Rm	2342	1216.80	2849745.60	2.85
f)	MR	Effluent pipe - RCC hume pipe 300mm dia	Rm	1405	1761.50	2474907.50	2.47
	MR	Providing, laying and jointing of pipe approved material and brand for plot connection including construction of manhole 0.91m internal dia at bottom and 0.56m dia at top in cement mortar 1:4 inside cement plaster 12mm thick in cement mortar 1:3 foundation concrete 1:3:6 mix and making .etc transporting to the spot, handling, lifting, etc all including jointing of pipes as per standard, testing, ancillary materials, labour all complete and as directed by the engineer-in-charge	Each	427	5500.00	2348500.00	2.35
<b>Total Cost in Million Taka</b>							<b>21.90</b>

Table 164: Cost abstract for Effluent Treatment Plant (ETP)

S. No.	Particulars	Estimated Cost in BDT
1	Intake Tank, Raw Effluent Tank, Pump House	3749662.3
2	Elevated Receiving Chamber, Platform for Grit Dewatering, Grit Pump	672162.19
3	Grit Removal-Cum-Oil & Grease Skim, Flow Measure. Channel	834782.73
4	Equalization Tank ,Flash Mixing Tanks- 1&2	4143588.18
5	Panel Room-1	864031.59
6	Panel Room-2	864031.59
7	Aeration Tank, Return Sludge Pump Tank	13207026.68
8	Housing For Twin Lobe Air Blowers	1140294.13
9	Housing for Chlorine Tonners	579637.64
10	Shed For Chlorinators	962683.63
11	Workshop Cum Store	936351.88
12	Sludge Pump Room	1221141.09
13	WET CHEMICAL SLUDGE, BIO SLUDGE TANK	863451.35
14	Pump House (PH - 2)	1050479.1
15	Primary & Secondary Clarifier	3982983.39
16	Dry Sludge Storage Shed	1517329.11
17	Chlorine Contact Tank & Filter Feed Water Tank	5886528.67
18	Platform For Volute Press & Centrifuge, ASF & PSF	437871
19	G.A Of Chemical House	2460907.88
20	Security Room	631512.91
21	PLC Room	1144413.64
22	Office Building	4615244.16
<b>Total (Civil Works)</b>		<b>51766114.84</b>
<b>Total civil works cost in Million Taka</b>		<b>51.77</b>

S. No.	Description	Cost in Million Taka
1	Control Panel A.C. Room and Plant Room	3.3
2	Tanks	2.111
<b>Total</b>		<b>5.411</b>



S. No.	Equipment / Drive Name	Nos.	Rate	Amount
			(In Lac Taka)	(In Lac Taka)
1	Coarse Screens (mechanical operation)	1	3.5	3.5
2	Medium Screens (manual operation)	2	0.72	1.44
	Centrifugal Pumps (45m3/ Hr), in Pump			
3	Houses PH-1 & PH-2	2	0.47	0.94
	Centrifugal Pumps (25 m3/ Hr), in Pump			
4	Houses PH-1 & PH-2	4	0.43	1.72
	Centrifugal Pumps (35 m3/ Hr), in RAS Pump			
5	House	2	0.68	1.36
6	Pit Dewatering Pumps, centri., 3m3/Hr	6	0.34	2.04
	Centrifugal Pumps (45 m3/ Hr), in Pump			
7	House PH-4.	1	0.85	0.85
	Centrifugal Pumps (25 m3/ Hr m3/ Hr), in			
8	Pump House PH-4.	2	0.64	1.28
9	Grit removal devices, oil skimmers	1	2.5	2.5
10	Grit Lifting Pump	2	0.5	1
11	Air Compressor	1	1.95	1.95
12	EOT hoists	6	0.72	4.32
13	EOT hoists	1	1.5	1.5
14	Agitator- Lime Dosing Tank	2	0.46	0.92
15	Agitator- F. S. / F.A. Dosing Tank	2	0.46	0.92
16	Agitator- Poly Electrolyte Dosing Tank	1	0.46	0.46
17	Mixer - Flash Mixer Tank-1&2	2	0.65	1.3
18	Rotary Air Blower for Chem. House and sludge mixing	2	1.2	2.4
19	Mixer for Flocculation Chamber	1	1.85	1.85
20	Dosing Pumps for Lime Solution	2	0.6	1.2
21	Dosing Pumps For Fer.Sul. / F.A. Solu.	2	0.65	1.3
22	Dosing Pump For P E Solution	2	0.59	1.18
23	Primary Clarifier Mechanism	1	4.5	4.5
24	Secondary Clarifier Mechanism	1	4.5	4.5
25	Twin Lobe Air Blowers for Aeration Tanks	2	4.2	8.4
26	Sludge Feed Centri. Pumps for PH-3	2	0.23	0.46
	Sludge Feed Screw Pump to Filter Press for			
27	PH-3	2	0.48	0.96
28	Tube well & Pump (Submersible)	1	0.8	0.8
29	Centrifugal Pumps for reuse of Treated effluent in Chem. House	2	0.25	0.5

S. No.	Equipment / Drive Name	Nos.	Rate	Amount
			(In Lac Taka)	(In Lac Taka)
30	Filter Press with Hydraulic system	1	2.36	2.36
31	Filter Press without Hydraulic system- Manual operation	1	2	2
32	Centrifuge / Volute Press for bio-sludge dewatering	1	18.85	18.85
33	Pressure Sand Filters	2	2.4	4.8
34	Activated Carbon Filters	2	2.79	5.58
35	Chlorinators with Tonners before filtration.	2	4	8
36	Piping, valves, fittings, air diffusers, air pipe grid as per requirement	Lot	27.71	27.71
37	V-Notch	1	0.13	0.13
			<b>Total Basic cost for Mechanical items</b>	<b>125.48</b>
Drawing, document preparation & Approval, TPI			0.50%	0.62
Local VAT/CST/WCT/S.Tax			15%	18.82
Labor Cess.			1%	1.25
Freight			3%	3.76
Installation & Testing			4.50%	5.64
Contractor Profit			10%	12.548
<b>Total cost for Mechanical items including Packing, transport, taxes, installation and contractor profit.</b>			<b>34.00%</b>	<b>168.12</b>
			<b>Total cost in Million Taka</b>	<b>16.81</b>

S. No.	Equipment / Drive Name		Nos.	Rate	Amount
				(In Lac Taka)	(In Lac Taka)
1	LT Panels and accessories for all drives at various locations Pumps Houses, aeration tanks, chemical houses etc		6	1.5	9
2	HT Panels and accessories	Total Load = 200 kW	1	3	3
3	Cables, cable trays and accessories including for DG sets.	Size and materials as per requirement of standards and layout plan.	Lot.	L.S.	25
4	Electrical fixtures for lighting in buildings, on tanks and roads.	As per requirement of buildings standards and layout plan.	Lot	L.S.	12
<b>Sub- Total for Electrical</b>					<b>49</b>
<b>INSTRUMENTATION -</b>					
5	Level Sensors and Controllers for Pumps Houses	SS / metallic probes and copper cables. Automatic On/Off control.	5	0.3	1.5
6	On-line pH meters	Sensor with Digital Display unit	1	0.15	0.15

7	On-line DO meters	Sensor with Digital Display unit, protected probes and cables.	2	1.5	3
	Controllers for aerators /blowers in Aeration tank				
8	Flow Rate and Total Flow	Electromagnetic with Digital Display	1	1	1
	Recorder				
9	Flow Rate and Total Flow	Ultrasonic, Digital Display (LCD) Flow rate range = 20 to 100cu.m/ hr.	1	4	4
	Recorder				
10	Software, Computers and PLC for ASP, On-line Real Time	Process monitoring & control Software, PLC with relays, cables etc. complete	20+20	60	60
	Monitoring Instrumentation		20		
11	Laboratory instruments, glassware and chemicals.	For testing of common and special	Lot	10	10
		parameters as per CPCB /BSPCB			
<b>Sub- Total for Instrumentation</b>					<b>79.65</b>
Total cost In Million Taka					<b>7.965</b>

S. No.	Particulars	Cost (in Lacs)
1	Civil Cost	58
<b>Electromechanical Items</b>		
2	RO System Cost	185
3	Evaporators System Cost	
3.1	TRIPLE forced circulation evaporator system	63
3.2	Other costs	50
Total Advance Treatment Cost(excluding civil))		356
<b>Total cost in Million Taka</b>		<b>35.6</b>

<b>S. No.</b>	<b>Particulars</b>	<b>Cost (in Million Taka)</b>
1	Civil Cost till tertiary treatment	<b>51.77</b>
2	Civil Cost for Advance Treatment	5.411
3	Mechanical Cost	16.81
4	Electrical & Instrumentation Cost	15.598
7	Advance Treatment Cost for Electromechanical items	35.6
	<b>Total Project Cost in Million Taka</b>	<b>125.19</b>
	Escalation -20%	25.04
	<b>Total Project Cost in Million Taka per MLD</b>	<b>150</b>
	<b>Total Project Cost in Million Taka for 5.5 MLD</b>	<b>825.00</b>

Table 165: Cost abstract for solid waste management

Sl. No.	Description	Quantity	Unit	Rate (in Taka)	Amount (in Taka)
1.	Waste collection platform	1	No	216,533	216,533
2.	Crusher and mixing unit	1	No	43,307	43,307
3.	Primary anaerobic plant digester	1	No	690,200	690,200
4.	Secondary anaerobic plant digester	1	No	690,200	690,200
5.	Slurry pit	1	No	75,787	75,787
6.	Slurry chamber	1	No	140,747	140,747
7.	Purification unit	1	Lot	692,907	692,907
8.	Storage and dispensing unit	1	Lot	433,067	433,067
9.	Non-bio degradable waste storage shed 1 (For storing recyclable waste)	1	No	238,187	238,187
10.	Non-bio degradable waste storage shed 2 (For storing inert waste)	1	No	519,680	519,680
11.	Internal electrification for buildings	1	Lot	216,533	216,533
12.	Any other components in civil structures required for the construction of SWM plant missing out in the above	1	Lot	216,533	216,533
	<b>Total - I</b>				<b>4,173,680</b>
<b>II. SWM Plant with a capacity of 1 TPD: Electro-mechanical works</b>					
1.	Waste collection and segregation unit				
	a) Hopper with weighing arrangement for receiving organic waste of required size	1	No	273,760	273,760
	b) Shaft less screw conveyor for transferring waste from hopper to pulper/grinder of required capacity/size	1	No	205,320	205,320
	c) Suitable crusher / pulper / shredder for crushing the organic waste of required capacity/size	1	No	342,200	342,200
2.	Primary anaerobic plant digester				
	a) Floating FRP hood	1	No	446,600	446,600
3.	Secondary anaerobic plant digester				
	a) Floating FRP hood	1	No	446,600	446,600
4.	Slurry Pit				
	a) FRP cover for slurry pit	1	No	34,220	34,220
5.	Agitator	1	No	91,253	91,253
6.	Pumps				
	a) Digester feed pump	2	No	18,251	36,501
	b) Filtrate recirculation pump	2	No	14,829	29,657
	c) Submersible mixer	4	No	22,813	91,253

Sl. No.	Description	Quantity	Unit	Rate (in Taka)	Amount (in Taka)
7.	Flaring unit – Gas flare system	1	No	22,813	22,813
8.	Bio gas engine	1	No	684,400	684,400
9.	Purification unit				
	a) Hydrogen sulphide remover	1	No	228,133	228,133
	b) Carbon-di-oxide remover	1	No	1,140,667	1,140,667
10.	Piping and valves				
	a) Interconnecting pipes with approved makes and size	1	Lot	159,693	159,693
	b) Valves: Butterfly valves, ball valves, non-return valves wherever applicable	1	Lot	68,440	68,440
11.	Storage and dispensing unit				
	a) Suitable compressor along with cylinders for storage of bio gas	1	No	1,277,547	1,277,547
12.	<b>Electrical works including gas flow meter</b> - MCC panel, local push buttons stations, power, control cables, cable end terminations, earthing system, electronic type gas flow meter, etc.,	1	Lot	228,133	228,133
13.	<b>Automation with PLC system</b> - PLC control panel, SCADA system, input waste weighing monitoring, Field Instruments, power, control, instrumentation cables, cable end terminations, earthing system, field junction box. The system should be suitable for control/monitor from the centralized control station.	1	Lot	456,267	456,267
14.	Any other electromechanical components required for the construction of SWM plant missing out in the above	1	Lot	456,267	456,267
	<b>Total - II</b>				<b>6,719,725</b>
<b>III. SWM Plant with a capacity of 1 TPD: Common works</b>					
1.	Road	1	Lot	135,333	135,333
2.	Fencing & gate	1	Lot	139,200	139,200
3.	Drain	1	Lot	145,000	145,000
4.	Any other common works required for the construction of SWM plant missing out in the above	1	Lot	232,000	232,000
	<b>Total III</b>				<b>651,533</b>
	<b>Grand total (I+II+III)</b>				<b>11,544,939</b>
				Cost per TPD in Taka	11,544,939
				Cost escalation	20%
				Total cost per TPD in Taka	13,853,930.00

Sl. No.	Description	Quantity	Unit	Rate (in Taka)	Amount (in Taka)
				in Million Taka	13.85393
<b>Total SWM cost for 4 TPD in Million Taka</b>					<b>51.89</b>

Table 166: Cost abstract for telecom duct

Sl. No.	PWD SOR/2018	Description	Unit	Quantity	Rate in Taka	Amount	Amount in Million Taka
1	2.1.5	Earth work in excavation in all kinds of soil for foundation trenches including layout, providing center lines, local benchmark pillars, levelling, ramming and preparing the base, fixing bamboo spikes and marking layout with chalk powder, providing necessary tools and plants, protecting and maintaining the trench dry etc., stacking, cleaning the excavated earth at a safe distance out of the area enclosed by the layout etc. all complete and accepted by the Engineer-in-charge, subject to submit method statement of carrying out excavation work to the Engineer-in-charge for approval. However, engineer's approval shall not relieve the contractor of his responsibilities and obligations under the contract. Earthwork in excavation in foundation trenches up to 1.5 m depth and maximum 10 m lead: in very soft / saturated / organic clayey soil / soil of semi-liquid state.	Cum	13665	217.00	2,965,371.73	2.97
2	3.4.1	Mass concrete (1:3:6) in foundation or in floor with cement, sand (F.M. 1.2) and picked jhama brick chips including breaking of chips, screening, mixing, laying, compacting to required level and curing for at least 7 days including the supply of water, electricity, costs of tools & plants and other charges etc. all complete and accepted by the Engineer-incharge. (Cement: CEM-II/A-M) Mass concrete in foundation (1:3:6) with cement, brick chips and sand of F.M. 1.2	Cum	1051	6647.00	6,987,176.84	6.99
3	7.3.1	Reinforced cement concrete works with minimum cement content relates to mix ratio 1:1.5:3 having minimum $f_{cr} = 30$ MPa, satisfying a specified compressive strength $f^c = 25$ MPa at 28 days on standard cylinders as per standard practice of Code ACI/BNBC/ASTM, Cement conforming to BDS EN-197-1-CEM-I, 52.5N (52.5 MPa) / ASTM-C 150 Type – I, best quality Sylhet sand or coarse sand of equivalent F.M. 2.2 and 20 mm down well graded stone chips conforming to ASTM C-33, making and placing shutter in position and maintaining true to plumb, making shutter water-tight properly, placing reinforcement in position; mixing with standard mixer machine with hopper, fed	Cum	4471	12154.00	54,334,760.85	54.33



Sl. No.	PWD SOR/2018	Description	Unit	Quantity	Rate in Taka	Amount	Amount in Million Taka
		by standard measuring boxes or mixing in batching plant, casting in forms, compacting by vibrator machine and curing at least for 28 days, removing centering-shuttering after specified time approved; including cost of water, electricity, testing charges of materials and cylinders as required, other charges etc. all complete, approved and accepted by the Engineer-in-charge. (Rate is excluding the cost of reinforcement and its fabrication, placing, binding etc. and the cost of shuttering & centering) Individual & combined footing, pile cap, raft/mat, floor slab and foundation beam up to plinth level					
4	8.1.2	Grade 400 (RB 400 /RB 400W: complying BDS ISO 6935-2:2006) ribbed or deformed bar produced and marked according to Bangladesh standard, with minimum yield strength, fy (ReH)= 400 MPa but fy not exceeding 450 MPa and whatever is the yield strength within allowable limit as per BNBC/ ACI 318, the ratio of ultimate tensile strength fu to yield strength fy, shall be at least 1.25 and minimum elongation after fracture and minimum total elongation at maximum force is 16% and 8% respectively : up to ground floor.	Kg	402347	82.00	32,992,474.50	32.99
5	7.9.2	Centering and shuttering, including strutting, propping etc. (The formwork must be rigid enough both in and out of plane, to make the concrete surface true to the designed shape and size by using necessary MS sheets of minimum 16 BWG, angles of minimum size 40 mm x 40 mm x 5 mm, flat bars etc.) and removal of form for: In raft/mat/floor slab up to plinth level	Sqm	1450	434.00	629,256.60	0.63
6	7.9.4	Centering and shuttering, including strutting, propping etc. (The formwork must be rigid enough both in and out of plane, to make the concrete surface true to the designed shape and size by using necessary MS sheets of minimum 16 BWG, angles of minimum size 40 mm x 40 mm x 5 mm, flat bars etc.) and removal of form for: Pedestal, column, column capital, lift wall and wall up to ground floor	Sqm	1812	408.00	739,449.00	0.74
7	7.9.7	Centering and shuttering, including strutting, propping etc. (The formwork must be rigid enough both in and out of plane, to make	Sqm	1208	532.00	642,789.00	0.64

Sl. No.	PWD SOR/2018	Description	Unit	Quantity	Rate in Taka	Amount	Amount in Million Taka
		the concrete surface true to the designed shape and size by using necessary MS sheets of minimum 16 BWG, angles of minimum size 40 mm x 40 mm x 5 mm, flat bars etc.) and removal of form for: Floor and roof slab up to ground floor					
<b>Total cost in Million Taka</b>							<b>99.29</b>

*Table 167: Cost abstract for landscaping & greenery along road*

Sl. No.	PWD SOR/2018	Description	Unit	Quantity	Rate in Taka	Amount	Amount in Million Taka
1	25.2	Preparation of ground to make ready for plantation by spading the ground to a depth of 150 mm to 230 mm beyond 38 mm deep scrapped ground by spade, breaking earth clods to powder by hammers, picking up all sorts of rubbish, unwanted grasses by suitable tools, carrying and spreading the surplus earth into low lying area including supply of tools and plants etc. all complete and accepted by the Engineer-in-charge.	Sqm	151029	20.00	3,020,580.00	3.02
2	25.5	Supply well decomposed cow dung carried by trucks or any other means including loading, unloading at both ends, stacking the same at site including supply of tools and plants etc. all complete and accepted by the Engineer-in-charge	Cum	3776	1507.00	5,690,017.58	5.69
3	25.8	Supply of lawn grass of approved quality by truck or by any other means, sorting the grass to proper size, washing the grass, dibbling the grass 6 mm to 50 mm apart, irrigation of lawn area till the grass grown at least for two months after plantation, weeding the undesirable grass, mowing the lawn grass by lawn mower up to two months after plantation, applying urea fertilizer on the lawn surface @ 1 kg per 9.29 sqm including supply of tools and plants etc. all complete and accepted by the Engineer-in-charge.	Sqm	151029	54.00	8,155,566.00	8.16
<b>Total Cost in Million Taka</b>							<b>16.87</b>

## 15.24. Annexure 24 – Offsite Infrastructure cost estimates

Table 168: Cost abstract for access road - Embankment

Item. No	BPWD Item. Code/ Market rate	Description	Unit	Qty	Rate in Tk	Amount
1	2.1	Earth work in excavation in all kinds of soil for foundation trenches including. layout, providing center lines, local bench-mark pillars, leveling, ramming and preparing the base, fixing bamboo spikes and marking layout with chalk powder, providing necessary tools and plants, protecting and maintaining the trench dry etc., stacking, cleaning the excavated earth at a safe distance out of the area enclosed by the layout etc. all complete and accepted by the Engineer, subject to submit method statement of carrying out excavation work to the Engineer for approval. However, Engineer's approval shall not relieve the contractor of his responsibilities and obligations under the contract.				
	2.1.1	Layout and marking for earthwork in excavation in foundation accepted by the Engineer. [Plinth area of the structure shall be considered for measurement]				
		Formation for road embankment	Sqm	518,400.00		
			Sqm	518,400.00	21.77	11,285,568.00
2	LGED - 2.02.2	EFW(AE): Earth filling work with specified soil in any type of embankment including cutting, carrying, filling by throwing earth in layers not more than 150mm in each layer in proper alignment, grade, camber and side slope in all types of soil except rocky, gravelly and slushy including benching not more than 30cm in vertical and 60cm in horizontal steps along the sides while widening any embankment, etc. all complete as per the direction of E-I-C. Earth shall be arranged by the contractor at his own cost and it will include all necessary lead & lift. Payment will be made on the basis of compacted volume. Note: This item shall be used when the work will be done by contractor	Cum			
		Formation for road embankment	Cum			
		Embankment		1,263,600.00		
				1,263,600.00	165	208,494,000.00

Item. No	BPWD Item. Code/ Market rate	Description	Unit	Qty	Rate in Tk	Amount
3	LGED - 2.03.2	Mechanical compaction of earthworks in 150mm thick compacted layers by breaking clods to a maximum size of 25mm using wooden drag or ladder and compacting using mechanical equipment, watering or drying to obtain optimum moisture content watering if necessary including the equipment and other tools required to work site, etc. all complete as per direction of the E-I-C. 98% compaction of the maximum dry density is to be obtained by the standard compaction test (Rate is for each layer of 150mm thick).				
		same as filling Qty	Cum	1,263,600.00	77.25	97,613,100.00
4	31.31	Compaction test				
	31.31.1	Modified proctor	Per test	211.00	1800	379,800.00
<b>Total Cost in Taka</b>						<b>317,772,468.00</b>
<b>Total Cost in Million Taka</b>						<b>317.77</b>

Table 169: Cost abstract for access road

Sl. No.	Description	Unit	Quantity	Rate in Taka as per SoR	Amount	Amount in million Taka
1	[RHD-2/1/01] Clearing & grubbing	sqm	30000	55	1650000	1.65
2	(RHD-2/2/02) Roadway Excavation in Suitable soil	cum	10318	144	1485792	1.485792
3	[RHD-2/7/02] Preparation of Subgrade	sqm	30000	40	1200000	1.2
4	[RHD-2/8/01] Improved Subgrade (Sand F.M >0.80)	cum	3850	1099	4231150	4.23115
5	[RHD-2/6/02] Earth filling work. (Filling in embankment, ditches, widening at intersection & curves.) Contractors arranged land	cum	810	397	321570	0.32157
6	[RHD-03/02/01 (b)] Sub-Base (Sand F.M >1.0 and Brick Khoa <40 mm)	cum	4620	5363	24777060	24.77706

Sl. No.	Description	Unit	Quantity	Rate in Taka as per SoR	Amount	Amount in million Taka
7	(MR, Based on RHD_03/03/02b) Aggregate base type-II	cum	4620	7384	34114080	34.11408
8	(RHD-03/03/01b) Aggregate base type-I	cum	3850	8461	32574850	32.57485
9	[RHD-03/06/1a] Bituminous Prime Coat (Plant Placed)	sqm	15400	113	1740200	1.7402
10	[RHD-03/07/1a] Bituminous Tack Coat (Plant Work)	sqm	30800	50	1540000	1.54
11	[RHD-03/10/1 (b)] 155 mm Dense Bituminous surfacing-base course (Plant Method) Bitumen Grade 60/70 (Coarse sand F.M >2.5, Crushed boulder/gravel aggregate <25 mm etc.	cum	2387	22133	52831471	52.831471
12	[RHD_03/10/02 (b)] 40 mm Dense bituminous surfacing wearing course (Plan method) bitumen grade 60/70	cum	616	23295	14349720	14.34972
<b>Total Cost in Million Taka</b>						<b>170.815893</b>
Total road length						1000
Cost of road per Km						0.170815893
<b>Description of items</b>		<b>Unit</b>	<b>Quantity</b>	<b>Rate (Million BDT)</b>	<b>Total amount (Million BDT)</b>	
		<b>a</b>	<b>b</b>	<b>c</b>	<b>d=bx c</b>	
<b>Construction of access road</b>		<b>km</b>	<b>10.81</b>	<b>170.82</b>	<b>1846.52</b>	

Table 170: Cost abstract for external power line

Remarks/ PWD SCHEDULE 2018 Item no	Description of items	Unit	Quantity	Rate (BDT)	Total amount (BDT)	Total amount (in million Taka)
		a	b	c	d=bxc	
BPDB	Supply, installation/ construction and testing & commissioning work of double circuit 33 kV line.	km	15	4000000.00	60,000,000.00	<b>60.00</b>
BPDB	Supply, installation/construction and testing & commissioning work of double circuit 132kV transmission line.	km	15	22,000,000.00	330,000,000.00	<b>330</b>

Table 171: Cost abstract for street lighting system

Item no.	Item name	Description of items	Unit	Quantity	Rate	Total Amount	Remarks/ PWD SCHEDULE 2018 Item no
			a	b	c	d=bx c	
1	Cable work (through PVC pipe)	Underground wiring: Providing & laying of the following XLPE insulated & PVC sheathed cable (N2XY) with PVC insulated green/white coloured ECC wire (BYA) connecting at both ends, through PVC pipe & accessories in the following manner: All electrical contacts shall be of brass/copper connected through connector or soldering (no twisting shall be allowed) and cables shall be manufactured and tested according to relevant IEC/BDS/BS/VDE standards and as per detailed specification mentioned in Annexure-A. The work shall be carried out as per direction/ approval/ acceptance of the Engineer. <i>With cable manufactured by M/S BRB/ Paradise/ Poly/ Citizen/BBS/Super sign cables Ltd.</i>					
		i) In kutchra ground by cutting 45.70 cm width x 91.40 cm depth trench with necessary brick or tile protection and mending the damages good by refilling trench with proper compaction.					
		ii) In pucca floor through PVC pipe by cutting trench of necessary size and mending the damages good by brick soling, 75 mm (1:2:4) CC work with neat cement finishing etc.					
		1C-2 x 16 sq.mm (N2XY) with 35 sq.mm (BYA) ECC wire through PVC pipe of minimum inner dia 40 mm having wall thickness of 1.9 mm.					
		In katchra ground	meter	588.00	1205.00	708540.00	
In pucca floor	meter	245.00	1294.00	317030.00			

Item no.	Item name	Description of items	Unit	Quantity	Rate	Total Amount	Remarks/ PWD SCHEDULE 2018 Item no
			a	b	c	d=bx c	
2	Concealed wiring (BYM)	1C-4 x 25 sq.mm (N2XY) with 35 sq.mm (BYA) ECC wire through PVC pipe of minimum inner dia 50 mm having wall thickness of 2.59 mm. The work shall be carried out as per direction & approval of the Engineer.					
		In katcha ground	meter	312.00	1,844.00	575,328.00	
		In pucca floor	meter	62.60	1,927.00	120,630.20	
3	STREET LIGHT FITTINGS (LED)	Supply & fixing of LED street light fitting of the following features and model with all necessary elements such as driver, chips etc. complete. Model & sample shall be approved by the Engineer.					
		(i) GLORIA cat No- GLST. 1205 or equivalent product of ENERGY +, SUNKO, etc. (ii) Rated life : 50,000 hr (minimum) (iii) Luminux flux : 100 + 1m/w (iv) LED chips: EDISON/EPISTOR/OSRAM/PHILIPS/CRE E/BRIDGELUX. (v) Driver: MEANWELL/OSRAM/PHILIPS/IEC standard. (vi) Body: Tempered glass pure Aluminium.					
		100 W	each	50.00	9,358.00	467,900.00	6.A.8.(iii).(a).1
		150 W	each	10.00	11,773.00	117,730.00	6.A.8.(iii).(a).2
4	GI POLE	Providing following seamless hot dip galvanized GI pole fabricated with GI pipe complete with GI sockets, MS. base plate, top cover, necessary welding as required:-The length of the bracket shall be such that the end of light fixture will be 1.5meter (approx.) from the light column. A junction box to be installed at bottom level of the pole					



Item no.	Item name	Description of items	Unit	Quantity	Rate	Total Amount	Remarks/ PWD SCHEDULE 2018
			a	b	c	d=bx c	Item no
		fabricated from 2.0mm (min.) mild steel sheet and hot deep galvanized complete with cover including termination unit, circuit breaker and earthing terminal etc. The work shall be completed as per drawing and direction of the Engineer.					
		Total length-30'(9m), Botton-150mm, Top-100mm, Thikness-4.0mm, Base plate-300mmx300mm with 12mm th.	each	30	24149	724470	3.2.3
		Total length-25'(8m), Botton-150mm, Top-100mm, Thikness-4.0mm, Base plate-300mmx300mm with 12mm th.	each	2	19319	38638	3.2.4
5	Anchor Bolt	Supply and fixing of galvanized anchor bolts of variable dia for rigid frame conforming to ASTM F1554 Grade 55, Galvanized to A153, Class C or equivalent with minimum yield strength of 380 MPa, as per manual of steel construction by American Institute of Steel Construction (AISC) etc. including the cost of washer & bolts, material testing etc. all complete as per drawing, specification and direction of the Engineer-in-charge. Length-400mm, Dia -20mm, Bend length-100mm, Thred length-75mm with Nut ,Washer .	kg	202	180	36360	10.1(Civil)
6	FORMWORK (Wooden)	Centering and shuttering, including strutting, propping etc. and removal of form after hardening of the concrete for: Pedestals, column, wall	sqm	136.60	429.00	58,601.40	07.15.3(Civil)
7	Re-Bar work	Grade 400 (RB 400 /RB 400W: complying BDS ISO 6935-2:2006) ribbed or deformed bar produced and marked according to Bangladesh standard, with minimum yield strength, fy (ReH)= 400 MPa but fy not exceeding 450 MPa and whatever is the yield strength within allowable limit as per BNBC/	kg	2749.60	82.00	225467.2	08.1.2(Civil)

Item no.	Item name	Description of items	Unit	Quantity	Rate	Total Amount	Remarks/ PWD SCHEDULE 2018 Item no
			a	b	c	d=bx c	
		ACI 318, the ratio of ultimate tensile strength $f_u$ to yield strength $f_y$ , shall be at least 1.25 and minimum elongation after fracture and minimum total elongation at maximum force is 16% and 8% respectively : up to ground floor.					
8	Earth work	Earth work in excavation in all kinds of soil for foundation trenches including layout, providing center lines, local bench-mark pillars, levelling, ramming and preparing the base, fixing bamboo spikes and marking layout with chalk powder, providing necessary tools and plants, protecting and maintaining the trench dry etc., stacking, cleaning the excavated earth at a safe distance out of the area enclosed by the layout etc. all complete and accepted by the Engineer-in-charge, subject to submit method statement of carrying out excavation work to the Engineer-in-charge for approval. However, engineer's approval shall not relieve the contractor of his responsibilities and obligations under the contract. Earthwork in excavation in foundation trenches up to 1.5 m depth and maximum 10 m lead: in very soft / saturated / organic clayey soil / soil of semi-liquid state.	Cum	82.80	217.00	17967.6	02.1.5 (Civil)
9	Back filling	Earth filling in foundation trenches and plinth in 150 mm layer with earth available within 90 m of the building site to achieve minimum dry density of 95% with optimum moisture content (Modified proctor test) including carrying, watering, levelling, dressing and compacting to a specified percentage each layer up to finished level etc.	Cum	70.54	149.00	10510.46	2.13 (Civil)

Item no.	Item name	Description of items	Unit	Quantity	Rate	Total Amount	Remarks/ PWD SCHEDULE 2018 Item no
			a	b	c	d=bx c	
		all complete and accepted by Engineer-in-charge.					
10	C.C. Work	Mass concrete (1:3:6) in foundation or in floor with cement, sand (F.M. 1.2) and picked jhama brick chips including breaking of chips, screening, mixing, laying, compacting to required level and curing for at least 7 days including the supply of water, electricity, costs of tools & plants and other charges etc. all complete and accepted by the Engineer-in-charge.(Cement: CEM-II/A-M) Mass concrete in foundation (1:3:6) with cement, brick chips and sand of F.M. 1.2	Cum	3.22	6,647.00	21403.34	03.4.1 (Civil)
11	RCC work	Reinforced cement concrete works with minimum cement content relates to mix ratio 1:1.5:3 having minimum $f'_{cr} = 30$ MPa, satisfying a specified compressive strength $f'_c = 25$ MPa at 28 days on standard cylinders as per standard practice of Code ACI/BNBC/ASTM, Cement conforming to BDS EN-197-1-CEM-I, 52.5N (52.5 MPa) / ASTM-C 150 Type – I, best quality Sylhet sand or coarse sand of equivalent F.M. 2.2 and 20 mm down well graded stone chips conforming to ASTM C-33, making and placing shutter in position and maintaining true to plumb, making shutter water-tight properly, placing reinforcement in position; mixing with standard mixer machine with hopper, fed by standard measuring boxes or mixing in batching plant, casting in forms, compacting by vibrator machine and curing at least for 28 days, removing centering-shuttering after specified time approved; including cost of water, electricity, testing					07.3.1(Civil)

Item no.	Item name	Description of items	Unit	Quantity	Rate	Total Amount	Remarks/ PWD SCHEDULE 2018 Item no
			a	b	c	d=bx c	
		charges of materials and concrete cylinders as required, cost of all materials and other charges etc. all complete, approved and accepted by the Engineer-in-charge. (Rate is excluding the cost of reinforcement and its fabrication, placing, binding etc. and the cost of shuttering & centering)					
		Individual & combined footing, pile cap, raft/mat, floor slab and foundation beam up to plinth level	cum	15.00	12154.00	182310.00	
12	GI Pipe for light bracket	G.I pipe 50mm dia	meter	280.00	410.00	114800.00	PWD-EM -ANALYSIS-38
13	MCB Box	Supplying and fixing of almirah type 18 SWG metal board of depth 228mm (6") duly painted with powder coating with epoxy polyester resin on all surfaces of board (gray / off-white) having built in push type / suitable locking arrangement including metal bridges of suitable size for fixing of all electrical control devices complete with suitable anchoring arrangement in wall / column and keeping provision for cable inlets and exits as required (only front surface of the board will be considered for measurement). (Manufactured by RECO / NASCO / C&S or equivalent product of any other manufacturer)					
		With water tight arrangement.	sqm	5.3200	16240.00		4.9.2
	DB	Supply & installation of outdoor type distribution board made of epoxy powder coated 14 SWG sheet steel with hinge type double doors having built in flash type locking arrangement, complete with copper bus bars (phases & nentral), copper earthing					

Item no.	Item name	Description of items	Unit	Quantity	Rate	Total Amount	Remarks/ PWD SCHEDULE 2018 Item no
			a	b	c	d=bx c	
		bars and indicating lamps in conformity to the distribution boards ratings as detailed below. The box shall be double door type i.e. one cover door inside through which knobs of MCB/MCCB's are accessible and no live part shall be accessible to an operator. The rate shall include supply & installation of MCB/MCCB, magnetic contractor (Siemens/Dorman Smith/Schneider/Eaton), photo cell, timer etc. The work shall be complete in all respect as per specifications, drawing and direction of the Engineer-in-Charge. Sufficient gap must be maintained between bus bars and back side of the box. The item also includes the fixing of the cable lugs for distribution cables as per drawing and direction of the Engineer-in-Charge.					
		Box size : 650mm x 750mm x 150mm, Busbar: 120A SPN & E;Incoming: 63A SP/DP MCB;63A SP/DP Magnetic Contractor; Photo Cell & Timmer; Outgoing: up to 5x 30 A TP MCB (minimum 6 KA)	Set	1.00	50000.00	50000.00	
	Auto Controller	Supplying and fixing of almirah type 18 SWG metal board of depth 228mm (6") duly painted with powder coating with epoxy polyester resin on all surfaces of board (gray / off-white) having built in push type / suitable locking arrangement including metal bridges of suitable size for fixing of all electrical control devices complete with suitable anchoring arrangement in wall / column and keeping provision for cable inlets and exits as required. Magnetic contactor -38A (Ith 60A) magnetic contactor	each	2.00	50,000.00		

Item no.	Item name	Description of items	Unit	Quantity	Rate	Total Amount	Remarks/ PWD SCHEDULE 2018 Item no
			a	b	c	d=bx c	
		-1nos, Thermal over load Relay-24- 36A ,Photo cell -2 nos, TPMCB-50A-1Nos, Internal wiring, Phase indicator, all complete, approved and accepted by the Engineer-in-charge. MCB-2499,MC-12225,OLR-2777,Box 1 sqm-16240.					
16	Earthing	Earthing the electrical installation with 40 mm (1.5") dia G.I. pipe (earth electrode) having 6.35 mm. dia hole across the pipe at 305 mm. interval securely bonded by soldering with 2 nos. of No-2 SWG HDDB earth leads (at the top of the electrode) with its protection by 20 mm. (3/4") dia G.I. pipe up-to plinth level run at a depth of 609.6 mm (2 ft.) below G.L up-to main board to be earthed including necessary connecting copper sockets, bolts, nuts, etc. complete for maintaining earth resistance within 1 ohm.					
		Depth of bottom of main electrode at 37338 mm. (122.5 ft) from GL & length of electrode 36576 mm. (120 ft).	per set	1.00	42,261.00	42,261.00	4.17 (vi)
	Connecting wire	Providing and drawing No.2 SWG HDDB wire through 20mm (3/4") dia G.I. pipe including fitting, fixing the G.I. pipe in wall or column complete as required.	meter	25.00	614.00	15,350.00	
17	Earth Pit	Construction of earthing inspection pit inside measurement 600 mm x 600 mm with 250 mm thick brick in cement mortar (1:4) with 100mm thick RCC top slab (1:2:4) with 1% re-enforcement 450 mm dia water sealed CI man-hole cover with locking arrangement including necessary earth works, site filling	each	1.00	6,037.00	6,037.00	4.18

Item no.	Item name	Description of items	Unit	Quantity	Rate	Total Amount	Remarks/ PWD SCHEDULE 2018 Item no
			a	b	c	d=bxc	
		and one brick flat soling 75 mm thick (1:3:6) base concrete for making inlet channel & 12mm thick (1:2) cement plaster with neat finishing etc. all complete up to a depth of .75 meter.					
						3,851,334.20	
		Road length considered	650	m			
		Road width considered	30	m			
		Carriageway width considered	7.5	m			
		Per m cost for streetlight	5,925.13				
		<b>Description of items</b>	<b>Unit</b>	<b>Quantity</b>	<b>Rate (BDT)</b>	<b>Total amount (BDT)</b>	<b>Total amount in Million Taka</b>
		<b>Supply and installation of streetlight-Approach road (Off site road)</b>	<b>meter</b>	<b>10800</b>	<b>5925.13</b>	<b>63991399.02</b>	<b>63.99</b>

Table 172: Cost abstract for external water supply

Sl. No.	Description	Nos.	Quantity	Unit	Rate (Tk)	Amount (Tk)
1	Earth work in excavation in all kinds of soil for foundation trenches including layout, providing centre lines, local bench mark pillars, levelling, ramming and preparing the base, fixing bamboo spikes and marking layout with chalk powder, providing necessary tools and plants, protecting and maintaining the trench dry etc., stacking, cleaning the excavated earth at a safe distance out of the area enclosed by the layout etc., all complete and accepted by the Engineer, subject to submit method statement of carrying out excavation work to the Engineer for approval. However Engineer's approval shall not relieve the contractor of his responsibilities and obligations under the contract		29748	Cum	100	2,974,800.00
2	Reinstating the road surface to its original WBM condition wherever disturbed.		125256	Sqm	40	5,010,240.00
3	Supplying, Loading & Transporting Ductile Iron pipes (Class K7) and specials, unloading, lowering in trenches, laying (CI as per standards) with ordinary bedding and jointing with tyton joints, with EPDM rubber rings (Type II) flanged joints, with rubber gaskets, pipes and specials, joints in chambers, including providing all jointing materials as per specifications, testing the pipeline for specified heads and leakages and disinfecting before commissioning complete					
	Spun D.I. pipe 200 mm diameter		19600	Rm	7,800	152,880,000.00
	Spun D.I. pipe 125 mm diameter		430	Rm	4,800	2,064,000.00
4	Providing, installing, jointing to pipelines, testing and commissioning. Butterfly Valves, Sluice Valves, Kinetic Double Air Valves with isolating Sluice Valves, Scour Valves with all jointing materials, gaskets, bolts, nuts, inclusive of dismantling pieces, washers, rubber gaskets as per standards etc. complete as per drawing and specifications provided.					
a	C.I Kinetic Double Air Valves					
	80mm valve on 225-350mm. Dia. Pipe, rating 10kg/cm2		16	Nos.	50,000	800,000.00



Sl. No.	Description	Nos.	Quantity	Unit	Rate (Tk)	Amount (Tk)
b	C.I Sluice Valve					
	200 mm. dia. pipe rating 10 kg/cm2		9	Nos.	30,000	270,000.00
	125 mm. dia. Pipe rating 10 kg/cm2					
c	C.I Scour (Gate) Valve including drain pipe of diameter equivalent to that of Scour valve of about and 6 m. length					
	350 mm. dia. pipe rating 10 kg/cm2		5	Nos.	50,000	250,000.00
d	Pressure reducing valve of diameter equivalent to that of pipe diameter at the entry point of sump		3	Nos.	40,000	120,000.00
5	Providing and constructing rectangle / square valve chambers as per drawing including bed concrete, masonry in C.M. 1:4, plaster in C.M. 1:4 rough finish on external surfaces and smooth cement finish on internal surfaces, pre-cast covers, joint for inlet and outlet in the masonry, providing RCC NP2 drain pipe 150 mm. dia. of about 6 m. length from chamber to nearest storm drain, testing for water tightness etc. complete including de-watering whenever required					
a	For air valves					
	Chamber size (Inner) 2.2 m. x 1.2 m. for air valve on pipe of dia 300 mm to 500 mm.		18	Nos.	20,000	360,000.00
b	For Sluice Valves					
	Chamber size (Inner) 2.2 m. x 1.2 m. for Sluice valve on pipe of dia. 200 to 500 mm.		7	Nos.	20,000	140,000.00
c	For Scour Valves					
	Chamber size (Inner) 2.2 m. x 1.6 m. for scour valve on pipe of dia 300 mm to 350 mm.		7	Nos.	22,000	154,000.00
d	For pressure reducing valve					
	Chamber size (Inner) 2.2 m. x 1.6 m. for pressure reducing valve on pipe of dia 300 mm to 350 mm.		1	Nos.	22,000	22,000.00
6	Providing and placing P.C.C. M-15 for thrust blocks at bends of water mains and junctions including necessary shuttering, curing etc. all complete		45	Nos.	13,000	585,000.00

Sl. No.	Description	Nos.	Quantity	Unit	Rate (Tk)	Amount (Tk)
7	Electromagnetic flow meter of suitable model with hard rubber liner, SS316 electrode, SS 304 Coil Housing, SS 316 Grounding Ring, Flanged connection with IP 68 protection with suitable electronics components for input power supply of 230 V AC and output of 4- 20 MA DC with flow indicator and totalizer of 350 mm DIA		2	Nos.	350,000	700,000.00
	One layer of brick flat soling in foundation or floor with first class brick or picked jhama bricks including preparation of bed and filling the interstices with local sand, levelling, etc., complete and accepted by engineer.		694	sqm	355	246,214.69
	Lime Soil		520	cum	3,484	1,812,310.02
	Anti-Corrosion		2694	sqm	853	2,298,572.88
	Total pumping main length		20.03	KM		
	Amount in Taka		170,687,137.59	Taka		
	Cost per KM		8,521,574.52	Taka		
		In Million	8.52	Taka		
					Unit in Km	Amount in Million Taka
<b>Total cost for external water supply in Million Taka</b>					<b>2</b>	<b>17.04</b>

Table 173: Cost abstract for boundary wall

Sl. no.	Item no. (BNBC)	Description	Quantity	Unit	Rate in Tk	Amount in Tk
1	9.1	Boring / drilling for cast in situ under reamed piles up to the required depth and diameter with minimum 6 m long temporary steel casing, true to vertical, providing bentonite slurry and maintaining water level in the hole, washing the hole for at least 30 minutes, clean the bore-hole and make the bore-hole ready for placing steel cage and concreting including hire charge of rig set with winch machine, tripod stand, trimie pipe, cost of fuel, lubricant, mobilization, demobilization, maintenance, spares, stand-byes, insurance coverage, water, electricity and other charges all compete approved and accepted by the Engineer. Before commencing boring operation contractor shall submit the method statement of cast-in-situ pile work including sequence of boring and casting, disposal of spoils, test result of materials to the Engineer for approval. However, Engineer's approval shall not relieve the contractor of his responsibilities and obligations under contract.				
	9.1.1.1	400 mm dia pile	12,370.00	Meter	536.00	6630320.00
2		Providing and laying in position machine batched and machine mixed design mix M-25 grade cement concrete for reinforced cement concrete work, using cement content as per approved design mix, including pumping of concrete to site of laying but excluding the cost of centering, shuttering, finishing and reinforcement, including admixtures in recommended proportions as per standards to accelerate, retard setting of concrete, improve workability without impairing strength and durability as per direction of Engineer-in-charge.				
		400 mm dia pile	1,967.00	Cum	11,578.00	22773926.00
3	9.6	Labour for breaking head of hardened cast in situ bored pile/pre-cast pile up to a required length by any means but without damaging the rest and removing the dismantled materials such as concrete to a safe distance including scraps and cleaning concrete	118.00	Cum	3,603.00	425154.00

Sl. no.	Item no. (BNBC)	Description	Quantity	Unit	Rate in Tk	Amount in Tk
		from steel/M.S. rods, straightening and bending of pile bars, preparation and making platform where necessary, carrying, all sorts of handling, stacking the same properly after clearing, leveling and dressing the situ and clearing the bed etc. complete in all respects and accepted by the Engineer. (Measurement will be given for the actual pile head volume to be broken)				
4		Providing and injecting the unslaked lime slurry shall be a filled with bore. Proportion unslaked lime within the range of 1% volume of soil and closed with sand gunny bags or stone slabs including necessary tools, plants, machinery and all related operations as required to complete the work as per drawings and Specifications with all leads, lifts etc. all complete and accepted by the Engineer-in-charge.				
		38 kg per pile	94,012.00	Kg	12.00	1128144.00
5		Lime soil mix filling in foundation trenches and plinth in 150 mm layers, proportion of lime soil mix 1:4 including leveling, by ramming each layer up to finished level as per design supplied by the design office only etc. all complete and accepted by the Engineer.				
			569.25	Cum	2,918.00	1661071.50
6	9.7	Conducting static load test as per ASTM D1143 or equivalent standard for the cast - in - situ / pre - cast pile providing required scaffolding, bracing, jacks, pressure test gauge, loading, unloading, Kentledge and other plants and equipment including staging, mobilization, demobilization, hire charge, gunny bags, sand and filling sacs / gunny bags for loading, record readings and preparation of results in standard forms and other incidental charges per standard practice and procedures including submission of load test report, furnishing all graph and chart, etc., complete in all respects approved and accepted by the Engineer (minimum two cyclic loading, one at service load and another				

Sl. no.	Item no. (BNBC)	Description	Quantity	Unit	Rate in Tk	Amount in Tk
		cycle at double the load of service load then to continue loading till failure of the pile). Before commencing load test, contractor shall submit method statement for conducting load test to the Engineer for approval. However, Engineer's approval shall not relieve the contractor of his responsibilities and obligations under contract.				
		Load test and report shall be conducted under the supervision of a professional Geotechnical Engineer registered in BPERB or Geotechnical Firm registered in PWD. Boring and pouring logs / driving logs of piles and method statement shall be the part of load test report. (Rates on load test under the supervision of experts in the laboratory of universities and HBRI can be found in Chapter - 32)				
		Initial test	2.00			
		Routine test	13.00			
	9.7.1	For design load tonne 1 no. of test	15.00	Per test	53,423.00	801345.00
7	2.1	Earth work in excavation in all kinds of soil for foundation trenches including. layout, providing center lines, local benchmark pillars, leveling, ramming and preparing the base, fixing bamboo spikes and marking layout with chalk powder, providing necessary tools and plants, protecting and maintaining the trench dry etc., stacking, cleaning the excavated earth at a safe distance out of the area enclosed by the layout etc. all complete and accepted by the Engineer, subject to submit method statement of carrying out excavation work to the Engineer for approval. However, Engineer's approval shall not relieve the contractor of his responsibilities and obligations under the contract.				
	2.1.1	Layout and marking for earthwork in excavation in foundation accepted by the Engineer. [Plinth area of the structure shall be considered for measurement]				
			2,070.00	Sqm	11.00	22770.00

Sl. no.	Item no. (BNBC)	Description	Quantity	Unit	Rate in Tk	Amount in Tk
8	2.1.2	Earthwork in excavation in foundation trenches up to 1.5 m depth and maximum 10 m lead: in soft clayey soil / loose sand / silt.				
		Plinth beam	3,363.90	Cum		
			3,363.90	Cum	67.00	225381.30
9	2.10.1	Sand filling in foundation trenches and plinth with sand having F.M. 0.5 to 0.8 in 150 mm layers including leveling, watering and compaction to achieve minimum dry density of 90% with optimum moisture content (Modified proctor test) by ramming each layer up to finished level as per design supplied by the design office only etc. all complete and accepted by the Engineer.				
		Plinth beam	517.52	Cum	602.00	311548.55
10	3.4.	Mass concrete (1:3:6) in foundation with cement, sand (F.M. 1.2) and picked jhama chips including breaking chips, screening, mixing, laying, compacting to levels and curing for at least 7 days including the supply of water, electricity and other charges and costs of tools and plants etc. all complete and accepted by the Engineer.(Cement: CEM-II/A-M)				
	3.4.1	Mass concrete in foundation (1:3:6) with cement, brick chips and sand of F.M.1.2				
		Plinth beam	517.52	Cum	6,319.00	3270224.68
11		Providing and laying in position machine batched and machine mixed design mix M-25 grade cement concrete for reinforced cement concrete work, using cement content as per approved design mix, including pumping of concrete to site of laying but excluding the cost of centering, shuttering, finishing and reinforcement, including admixtures in recommended proportions as per standards to accelerate, retard setting of concrete, improve workability without impairing strength and durability as per direction of Engineer-in-charge.				

Sl. no.	Item no. (BNBC)	Description	Quantity	Unit	Rate in Tk	Amount in Tk
	7.6.4	Pedestals, column, column capitals, lift walls and walls up to ground floor				
	7.6.4.1	<b>Concrete</b>				
		For column	1,937.14			
			1,937.14	Cum	10,626.00	20584070.89
12	7.6.4.2	<b>Formwork/shuttering, prop and necessary supports etc. (steel)</b>				
		For column	15,066.66	Sqm		
			15,066.66	Sqm	373.00	5619864.18
13	7.6.5	<b>Tie beam and lintels : Ground floor</b>				
	7.6.5.1	<b>Concrete</b>				
		Plinth beam	621.00	Cum		
		leveling coarse for between column @ mid of 125 mm thick brick wall	55.01	Cum		
		Reinforced coping concrete	55.01	Cum		
			731.02	Cum	10,929.00	7989280.01
14	7.6.5.2	<b>Formwork/shuttering, prop and necessary supports etc. (steel)</b>				
		Plinth beam	4,140.00	Sqm		
		leveling coarse for between column @ mid of 125 mm thick brick wall	880.13	Sqm		
		Reinforced coping concrete	880.13	Sqm		
			5,900.27	Sqm	380.00	2242100.70

Sl. no.	Item no. (BNBC)	Description	Quantity	Unit	Rate in Tk	Amount in Tk
15	4.16	125 mm brick works with first class bricks in cement sand (F.M. 1.2) mortar (1:4) and making bond with connected walls including necessary scaffolding, raking out joints, cleaning and soaking the bricks for at least 24 hours before use and washing of sand curing at least for 7 days in all floors including cost of water, electricity and other charges etc. all complete and accepted by the Engineer.(Cement: CEM-II/A-M)				
		Above NGL	16,135.76			
			16,135.76	Sqm	837.00	13505633.00
16	8.1	Supplying, fabrication and fixing to details as per design deformed bar reinforcement in concrete in accordance with BDS 1313 : 1991 standard including straightening and cleaning rust, if any, bending and binding in position including supply of G.I. wires etc. complete in all respects and accepted by the Engineer.				
	8.1.2	Grade 400 (RB 400 / 400W: complying BDS ISO 6935-2:2006) ribbed or deformed bar produced and marked according to Bangladesh Standard, with minimum yield strength fy (ReH) = 400 Mpa but fy not exceeding 418 MPa and whatever is the yield strength within allowable limit as per BNBC sec 8.3.3.5 / ACI 318-11 sec 21.1.5.2, the ratio ultimate tensile strength fu to yield strength fy, shall be at least 1,25 and minimum elongation after fracture and minimum total elongation at maximum force is 16% and 8% respectively : up to ground floor.				
		Pile	236,040.00	Kg		
		For column	222,771.33	Kg		
		Plinth beam	46,575.00	Kg		
		leveling coarse for between column @ mid of 125 mm thick brick wall	6,580.00	Kg		
		Reinforced coping concrete	6,580.00	Kg		



Sl. no.	Item no. (BNBC)	Description	Quantity	Unit	Rate in Tk	Amount in Tk
			518,546.33	Kg	85.00	44076438.05
17	15.1	Minimum 12 mm thick cement sand (F.M. 1.2) plaster (1:4) with fresh cement to wall both inner and outer surface, finishing the corner and edges including washing of sand cleaning the surface, scaffolding and curing at least for 7 days, cost of water, electricity and other charges etc. all complete in all respect as per drawing and accepted by the Engineer.				
		For column	22,077.36	Sqm		
		For wall	35,498.68	Sqm		
			57,577.00	Sqm	214.00	12321478.00
18	16.3	Cement paint of approved quality and colour delivered from authorized local agent of the manufacturer in a sealed container, made water based powder mixed with water (1:1), applying first coat, curing the same after six hours for 24 hours, second coat applied and curing the same for 7 (seven) days etc, taking care and cleaning the surface fully from grease, oily substances, old paint, lime wash, fungus, algae etc., sand papering the surface before applying 1st and 2nd coat, complete including cost of electricity, water and other changes etc. complete in all floors and accepted by the Engineer.				
		Same as plastering quantity	57,577.00	Sqm		
			57,577.00	Sqm	128.00	7369856.00
19		Providing band course work flat 10 mm thick and 50 mm deep with cement mortar 1:3 (1 cement and 3 river sand) including rendering smooth, curing, etc., complete as directed during execution.				

Sl. no.	Item no. (BNBC)	Description	Quantity	Unit	Rate in Tk	Amount in Tk
		Boundary wall top level	7,519.00	Meter	129.00	969951.00
20	21.7	Supplying, fitting and fixing 12 BWG barbed wire (2 ply, 4 points) in fencing work @ 150 mm c/c in both horizontally and vertically, supported by 38 x 38 x 6 mm M.S. angle post (300 mm embedded in R.C.C or in brick work with a cement concrete base of 75 x 75 x 300 mm) 600 mm vertical and 450 mm inclined or as per requirement @ 2.5 m c/c including straightening, binding the joints with 18 BWG wire making holes in the angle etc. including supplying of all necessary materials complete in all respect and accepted by the Engineer. (Rate is excluding the cost of R.C.C or brick work or C.C which is to be paid as per corresponding items in the schedule)				
		Horizontal barbed wire	7,245.00	Sqm	760.00	5506200.00
21	19.5	Manufacturing, supplying, fittings and fixing G.I. pipe gate of any design and shape having 38 mm dia G.I. pipe outer frame and 19 mm dia G.I. pipe vertical member placed @ 75 mm c/c by welding at top and bottom of G.I. pipe frame, cutting the pipes in proper shape and size including making semicircular band at the corner of the outer frame without damaging the pipe, covering 50% of the gate area with 18 BWG M.S. sheet, providing also two extra horizontal 38 mm dia G.I. pipes welded with vertical post, providing 6 nos. huskle domney with R.C.C. or R.C.C core pillar with cement concrete (1:2:4) in masonry including cutting holes, mending the damages, making provision for minimum 0.61 m x 1.4 m pocket gate having its outer frame and inner vertical members made with 19 mm dia G.I pipe including necessary locking arrangements. Painting the gate with 2 (two) coats of synthetic enamel paint over a coat of anti-corrosive priming, welding as and where necessary including necessary locking arrangements and providing 2 nos. 16 mm M.S. socket bolts etc. all complete as per design and drawing and accepted by the Engineer. <b>(Rate is excluding the cost of painting)</b>	26.00	Sqm	9,307.00	241982.00

Sl. no.	Item no. (BNBC)	Description	Quantity	Unit	Rate in Tk	Amount in Tk
22		Painting new iron work with one coat of approved primer. (ISI STD)				
		Gate	25.20			
		Fencing	473.82			
			500.00	Sqm	55.00	27500.00
					<b>Total</b>	<b>157704238.86</b>
					<b>in Million (Tk)</b>	<b>157.7</b>

Table 174: Cost abstract for gas supply network

Remarks/PWD SCHEDULE 2018 Item no	Description of items	Unit	Quantity	Rate ( BDT)	Total Amount (BDT)	Amount in Million Taka
GTCL	Supply and installation of 8" dia external gas supply line	km	30	10000000.00	300000000.00	<b>300</b>

## 15.25. Annexure 25 – Financial Model Calculations – Case 1 (BEZA as the Master Developer) – Base Case

Profit and Loss Statement (BDT millions)										
Financial year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Revenue	0	0	0	600	446	688	678	885	1,096	1,163
O&M expenses	0	0	0	0	0	0	239	246	0	0
EBIDTA	0	0	0	600	446	688	439	639	1,096	1,163
Depreciation	0	0	0	0	349	349	349	349	349	349
EBIT	0	0	0	600	98	339	90	290	748	814
Interest	0	0	0	0	0	0	828	767	705	644
Profit before tax (PBT)	0	0	0	600	98	339	-738	-476	43	170
Tax	0	0	0	0	0	0	0	0	0	0
Profit after tax (PAT)	0	0	0	600	98	339	-738	-476	43	170

Financial year	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
Revenue	1,344	1,295	557	557	616	616	616	682	682	682
O&M expenses	0	0	285	294	302	0	0	0	0	0
EBIDTA	1,344	1,295	272	263	314	616	616	682	682	682
Depreciation	349	349	349	349	349	349	349	349	349	349
EBIT	995	946	-77	-85	-35	267	267	333	333	333
Interest	583	521	460	399	337	276	215	153	92	31

Financial year	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
Profit before tax (PBT)	413	425	-537	-484	-372	-9	53	180	241	302
Tax	0	0	0	0	0	0	0	0	0	0
Profit after tax (PAT)	413	425	-537	-484	-372	-9	53	180	241	302

Financial year	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27	Year 28	Year 29	Year 30
Revenue	755	755	755	836	836	836	927	927	927	1,029
O&M expenses	0	0	0	0	0	0	0	0	0	0
EBIDTA	755	755	755	836	836	836	927	927	927	1,029
Depreciation	349	349	349	349	349	349	349	349	349	349
EBIT	406	406	406	488	488	488	579	579	579	681
Interest	0	0	0	0	0	0	0	0	0	0
Profit before tax (PBT)	406	406	406	488	488	488	579	579	579	681
Tax	0	0	0	0	0	0	0	0	0	0
Profit after tax (PAT)	406	406	406	488	488	488	579	579	579	681

Financial year	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37	Year 38	Year 39	Year 40
Revenue	1,029	1,029	1,143	1,143	1,143	1,271	1,271	1,271	1,414	1,414
O&M expenses	0	0	0	0	0	0	0	0	0	0
EBIDTA	1,029	1,029	1,143	1,143	1,143	1,271	1,271	1,271	1,414	1,414
Depreciation	349	349	349	349	349	349	349	349	349	349

Financial year	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37	Year 38	Year 39	Year 40
EBIT	681	681	794	794	794	922	922	922	1,065	1,065
Interest	0	0	0	0	0	0	0	0	0	0
Profit before tax (PBT)	681	681	794	794	794	922	922	922	1,065	1,065
Tax	0	0	0	0	0	0	0	0	0	0
Profit after tax (PAT)	681	681	794	794	794	922	922	922	1,065	1,065

Financial year	Year 41	Year 42	Year 43	Year 44	Year 45	Year 46	Year 47	Year 48	Year 49	Year 50
Revenue	1,414	1,574	1,574	1,574	1,755	1,755	1,755	1,958	1,958	1,958
O&M expenses	0	0	0	0	0	0	0	0	0	0
EBIDTA	1,414	1,574	1,574	1,574	1,755	1,755	1,755	1,958	1,958	1,958
Depreciation	349	349	349	349	349	349	349	349	349	349
EBIT	1,065	1,226	1,226	1,226	1,406	1,406	1,406	1,610	1,610	1,610
Interest	0	0	0	0	0	0	0	0	0	0
Profit before tax (PBT)	1,065	1,226	1,226	1,226	1,406	1,406	1,406	1,610	1,610	1,610
Tax	0	0	0	0	0	0	0	0	0	0
Profit after tax (PAT)	1,065	1,226	1,226	1,226	1,406	1,406	1,406	1,610	1,610	1,610

## Cash Flows (BDT million)

Financial year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
<b>Cash Inflow</b>										
PAT	0	0	0	600	98	339	-738	-476	43	170
Book depreciation	0	0	0	0	349	349	349	349	349	349
Equity infusion	1,129	1,199	901	834	193	125	0	0	0	0
Debt drawdown	2,634	2,798	2,102	1,945	450	291	0	0	0	0
Total cash inflow	3,763	3,997	3,003	3,379	1,089	1,103	-389	-128	391	519
<b>Cash Outflow</b>										
Capex	3,763	3,997	3,003	3,176	873	876	0	0	0	0
Dividend pay-out	0	0	0	0	0	0	0	0	0	0
Repayment (Principal)	0	0	0	0	0	681	681	681	681	681
Total cash outflow	3,763	3,997	3,003	3,176	873	1,558	681	681	681	681
<b>Net Cash Generation</b>	0	0	0	203	216	-454	-1,070	-809	-290	-163

Financial year	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
<b>Cash Inflow</b>										
PAT	413	425	-537	-484	-372	-9	53	180	241	302
Book depreciation	349	349	349	349	349	349	349	349	349	349
Equity infusion	0	0	0	0	0	0	0	0	0	0
Debt drawdown	0	0	0	0	0	0	0	0	0	0
Total cash inflow	762	774	-188	-135	-24	340	401	528	590	651
<b>Cash Outflow</b>										

Financial year	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
Capex	0	0	0	0	0	0	0	0	0	0
Dividend pay-out	0	0	0	0	0	0	0	0	0	0
Repayment (Principal)	681	681	681	681	681	681	681	681	681	681
Total cash outflow	681	681	681	681	681	681	681	681	681	681
<b>Net Cash Generation</b>	80	92	-869	-817	-705	-341	-280	-153	-92	-30

Financial year	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27	Year 28	Year 29	Year 30
<b>Cash Inflow</b>										
PAT	406	406	406	488	488	488	579	579	579	681
Book depreciation	349	349	349	349	349	349	349	349	349	349
Equity infusion	0	0	0	0	0	0	0	0	0	0
Debt drawdown	0	0	0	0	0	0	0	0	0	0
Total cash inflow	755	755	755	836	836	836	927	927	927	1,029
<b>Cash Outflow</b>										
Capex	0	0	0	0	0	0	0	0	0	0
Dividend pay-out	0	0	0	0	0	0	0	0	0	0
Repayment (Principal)	0	0	0	0	0	0	0	0	0	0
Total cash outflow	0	0	0	0	0	0	0	0	0	0
<b>Net Cash Generation</b>	755	755	755	836	836	836	927	927	927	1,029

Financial year	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37	Year 38	Year 39	Year 40
<b>Cash Inflow</b>										
PAT	681	681	794	794	794	922	922	922	1,065	1,065



Financial year	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
Book depreciation	349	349	349	349	349	349	349	349	349	349
Equity infusion	0	0	0	0	0	0	0	0	0	0
Debt drawdown	0	0	0	0	0	0	0	0	0	0
Total cash inflow	1,029	1,029	1,143	1,143	1,143	1,271	1,271	1,271	1,414	1,414
<b>Cash Outflow</b>										
Capex	0	0	0	0	0	0	0	0	0	0
Dividend pay-out	0	0	0	0	0	0	0	0	0	0
Repayment (Principal)	0	0	0	0	0	0	0	0	0	0
Total cash outflow	0	0	0	0	0	0	0	0	0	0
<b>Net Cash Generation</b>	1,029	1,029	1,143	1,143	1,143	1,271	1,271	1,271	1,414	1,414

Financial year	Year 41	Year 42	Year 43	Year 44	Year 45	Year 46	Year 47	Year 48	Year 49	Year 50
<b>Cash Inflow</b>										
PAT	1,065	1,226	1,226	1,226	1,406	1,406	1,406	1,610	1,610	1,610
Book depreciation	349	349	349	349	349	349	349	349	349	349
Equity infusion	0	0	0	0	0	0	0	0	0	0
Debt drawdown	0	0	0	0	0	0	0	0	0	0
Total cash inflow	1,414	1,574	1,574	1,574	1,755	1,755	1,755	1,958	1,958	1,958
<b>Cash Outflow</b>										
Capex	0	0	0	0	0	0	0	0	0	0
Dividend pay-out	0	0	0	0	0	0	0	0	0	0
Repayment (Principal)	0	0	0	0	0	0	0	0	0	0
Total cash outflow	0	0	0	0	0	0	0	0	0	0
<b>Net Cash Generation</b>	1,414	1,574	1,574	1,574	1,755	1,755	1,755	1,958	1,958	1,958

## Balance Sheet (BDT million)

Financial year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
<b>Liabilities</b>										
Equity	1,129	2,328	3,229	4,063	4,256	4,380	4,380	4,380	4,380	4,380
Reserves and Surplus	0	0	0	600	698	1,037	299	-177	-134	36
Long term loan	2,634	5,432	7,535	9,480	9,930	9,540	8,858	8,177	7,495	6,814
Total	3,763	7,761	10,764	14,143	14,884	14,957	13,538	12,380	11,741	11,230
<b>Assets</b>										
Net Block (long term asset- depreciation)	3,763	7,761	10,764	13,940	14,465	14,992	14,643	14,295	13,946	13,598
Cash and bank balance	0	0	0	203	419	-35	-1,105	-1,915	-2,205	-2,367
Total	3,763	7,761	10,764	14,143	14,884	14,957	13,538	12,380	11,741	11,230

Financial year	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
<b>Liabilities</b>										
Equity	4,380	4,380	4,380	4,380	4,380	4,380	4,380	4,380	4,380	4,380
Reserves and Surplus	449	874	337	-147	-519	-528	-475	-296	-55	247
Long term loan	6,133	5,451	4,770	4,088	3,407	2,726	2,044	1,363	681	0
Total	10,962	10,705	9,487	8,322	7,268	6,578	5,949	5,447	5,007	4,628
<b>Assets</b>										
Net Block (long term asset- depreciation)	13,249	12,900	12,552	12,203	11,854	11,506	11,157	10,808	10,460	10,111
Cash and bank balance	-2,287	-2,195	-3,064	-3,881	-4,586	-4,928	-5,208	-5,361	-5,453	-5,483
Total	10,962	10,705	9,487	8,322	7,268	6,578	5,949	5,447	5,007	4,628

Financial year	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27	Year 28	Year 29	Year 30
<b>Liabilities</b>										
Equity	4,380	4,380	4,380	4,380	4,380	4,380	4,380	4,380	4,380	4,380
Reserves and Surplus	654	1,060	1,466	1,954	2,441	2,929	3,508	4,087	4,665	5,346
Long term loan	0	0	0	0	0	0	0	0	0	0
Total	5,034	5,440	5,846	6,334	6,822	7,309	7,888	8,467	9,046	9,727
<b>Assets</b>										
Net Block (long term asset- depreciation)	9,762	9,414	9,065	8,716	8,368	8,019	7,670	7,322	6,973	6,624
Cash and bank balance	-4,728	-3,974	-3,219	-2,382	-1,546	-710	218	1,145	2,073	3,102
Total	5,034	5,440	5,846	6,334	6,822	7,309	7,888	8,467	9,046	9,727

Financial year	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37	Year 38	Year 39	Year 40
<b>Liabilities</b>										
Equity	4,380	4,380	4,380	4,380	4,380	4,380	4,380	4,380	4,380	4,380
Reserves and Surplus	6,027	6,707	7,502	8,296	9,091	10,013	10,935	11,857	12,922	13,987
Long term loan	0	0	0	0	0	0	0	0	0	0
Total	10,407	11,088	11,882	12,677	13,471	14,393	15,315	16,237	17,302	18,367
<b>Assets</b>										
Net Block (long term asset- depreciation)	6,276	5,927	5,578	5,230	4,881	4,533	4,184	3,835	3,487	3,138
Cash and bank balance	4,131	5,161	6,304	7,447	8,590	9,861	11,131	12,402	13,815	15,229
Total	10,407	11,088	11,882	12,677	13,471	14,393	15,315	16,237	17,302	18,367

Financial year	Year 41	Year 42	Year 43	Year 44	Year 45	Year 46	Year 47	Year 48	Year 49	Year 50
<b>Liabilities</b>										
Equity	4,380	4,380	4,380	4,380	4,380	4,380	4,380	4,380	4,380	4,380
Reserves and Surplus	15,052	16,277	17,503	18,728	20,135	21,541	22,947	24,557	26,167	27,776
Long term loan	0	0	0	0	0	0	0	0	0	0
Total	19,432	20,658	21,883	23,109	24,515	25,921	27,328	28,937	30,547	32,157
<b>Assets</b>										
Net Block (long term asset- depreciation)	2,789	2,441	2,092	1,743	1,395	1,046	697	349	0	0
Cash and bank balance	16,643	18,217	19,791	21,366	23,121	24,875	26,630	28,589	30,547	32,505
Total	19,432	20,658	21,883	23,109	24,515	25,921	27,328	28,937	30,547	32,505

### FCFF Calculation (BDT million)

Financial year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
EBIT	0	0	0	600	98	339	90	290	748	814
Add: Depreciation	0	0	0	0	349	349	349	349	349	349
Less: IDC	-119	-363	-584	-766	-873	-876	0	0	0	0
Less: Tax paid	0	0	0	0	0	0	0	0	0	0
Less: Capex	-3,644	-3,634	-2,420	-2,410	0	0	0	0	0	0
Free Cashflow to Fund	-3,763	-3,997	-3,003	-2,576	-427	-189	439	639	1,096	1,163
<b>Retained Earnings</b>	0	0	0	600	446	688	-389	-128	391	519
<b>Cumulative Retained Earnings</b>	0	0	0	600	1,047	1,734	1,345	1,218	1,609	2,128
Retained Earnings used to fund opex	0	0	0	600	446	688	0	0	391	519
Retained Earnings available after funding opex	0	0	0	397	230	460	0	0	138	258
Retained Earnings used to fund project cost	0	0	0	397	230	460	0	0	138	258

Financial year	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
EBIT	995	946	-77	-85	-35	267	267	333	333	333
Add: Depreciation	349	349	349	349	349	349	349	349	349	349
Less: IDC	0	0	0	0	0	0	0	0	0	0
Less: Tax paid	0	0	0	0	0	0	0	0	0	0
Less: Capex	0	0	0	0	0	0	0	0	0	0
Free Cashflow to Fund	1,344	1,295	272	263	314	616	616	682	682	682
<b>Retained Earnings</b>	762	774	-188	-135	-24	340	401	528	590	651
<b>Cumulative Retained Earnings</b>	2,889	3,663	3,475	3,340	3,316	3,656	4,057	4,585	5,175	5,826
Retained Earnings used to fund opex	762	774	0	0	0	340	401	528	590	651
Retained Earnings available after funding opex	493	497	0	0	0	29	81	198	249	300
Retained Earnings used to fund project cost	493	497	0	0	0	29	81	198	249	300

Financial year	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27	Year 28	Year 29	Year 30
EBIT	406	406	406	488	488	488	579	579	579	681
Add: Depreciation	349	349	349	349	349	349	349	349	349	349
Less: IDC	0	0	0	0	0	0	0	0	0	0
Less: Tax paid	0	0	0	0	0	0	0	0	0	0
Less: Capex	0	0	0	0	0	0	0	0	0	0
Free Cashflow to Fund	755	755	755	836	836	836	927	927	927	1,029
<b>Retained Earnings</b>	755	755	755	836	836	836	927	927	927	1,029
<b>Cumulative Retained Earnings</b>	6,581	7,335	8,090	8,927	9,763	10,599	11,527	12,454	13,382	14,411
Retained Earnings used to fund opex	755	755	755	836	836	836	927	927	927	1,029
Retained Earnings available after funding opex	394	383	372	442	430	418	496	483	470	558
Retained Earnings used to fund project cost	394	383	372	442	430	418	496	483	470	558

Financial year	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37	Year 38	Year 39	Year 40
EBIT	681	681	794	794	794	922	922	922	1,065	1,065
Add: Depreciation	349	349	349	349	349	349	349	349	349	349
Less: IDC	0	0	0	0	0	0	0	0	0	0
Less: Tax paid	0	0	0	0	0	0	0	0	0	0
Less: Capex	0	0	0	0	0	0	0	0	0	0
Free Cashflow to Fund	1,029	1,029	1,143	1,143	1,143	1,271	1,271	1,271	1,414	1,414
<b>Retained Earnings</b>	1,029	1,029	1,143	1,143	1,143	1,271	1,271	1,271	1,414	1,414
<b>Cumulative Retained Earnings</b>	15,440	16,470	17,613	18,756	19,899	21,170	22,440	23,711	25,124	26,538
Retained Earnings used to fund opex	1,029	1,029	1,143	1,143	1,143	1,271	1,271	1,271	1,414	1,414
Retained Earnings available after funding opex	544	529	628	613	597	708	691	674	799	781
Retained Earnings used to fund project cost	544	529	628	613	597	708	691	674	799	781

<b>Financial year</b>	<b>Year 41</b>	<b>Year 42</b>	<b>Year 43</b>	<b>Year 44</b>	<b>Year 45</b>	<b>Year 46</b>	<b>Year 47</b>	<b>Year 48</b>	<b>Year 49</b>	<b>Year 50</b>
EBIT	1,065	1,226	1,226	1,226	1,406	1,406	1,406	1,610	1,610	1,610
Add: Depreciation	349	349	349	349	349	349	349	349	349	349
Less: IDC	0	0	0	0	0	0	0	0	0	0
Less: Tax paid	0	0	0	0	0	0	0	0	0	0
Less: Capex	0	0	0	0	0	0	0	0	0	0
Free Cashflow to Fund	1,414	1,574	1,574	1,574	1,755	1,755	1,755	1,958	1,958	1,958
<b>Retained Earnings</b>	1,414	1,574	1,574	1,574	1,755	1,755	1,755	1,958	1,958	1,958
<b>Cumulative Retained Earnings</b>	27,952	29,526	31,100	32,675	34,430	36,184	37,939	39,898	41,856	43,814
Retained Earnings used to fund opex	1,414	1,574	1,574	1,574	1,755	1,755	1,755	1,958	1,958	1,958
Retained Earnings available after funding opex	762	903	882	862	1021	999	976	1156	1132	1108
Retained Earnings used to fund project cost	762	903	882	862	1021	999	976	1156	1132	1108

### FCFE Calculation (BDT million)

Financial year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
EBIDTA	0	0	0	600	446	688	439	639	1096	1163
Less: Interest	0	0	0	0	0	0	-828	-767	-705	-644
Less: Tax	0	0	0	0	0	0	0	0	0	0
Less: Debt repayments	0	0	0	0	0	-681	-681	-681	-681	-681
Less: Capex	-3,763	-3,997	-3,003	-2,779	-643	-416	0	0	0	0
Add: Debt Investment	2,634	2,798	2,102	1,945	450	291	0	0	0	0
<b>Free Cash Flow to Equity</b>	-1129	-1199	-901	-233	253	-119	-1070	-809	-290	-163

Financial year	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
EBIDTA	1344	1295	272	263	314	616	616	682	682	682
Less: Interest	-583	-521	-460	-399	-337	-276	-215	-153	-92	-31
Less: Tax	0	0	0	0	0	0	0	0	0	0
Less: Debt repayments	-681	-681	-681	-681	-681	-681	-681	-681	-681	-681
Less: Capex	0	0	0	0	0	0	0	0	0	0
Add: Debt Investment	0	0	0	0	0	0	0	0	0	0
<b>Free Cash Flow to Equity</b>	80	92	-869	-817	-705	-341	-280	-153	-92	-30



Financial year	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27	Year 28	Year 29	Year 30
EBIDTA	755	755	755	836	836	836	927	927	927	1029
Less: Interest	0	0	0	0	0	0	0	0	0	0
Less: Tax	0	0	0	0	0	0	0	0	0	0
Less: Debt repayments	0	0	0	0	0	0	0	0	0	0
Less: Capex	0	0	0	0	0	0	0	0	0	0
Add: Debt Investment	0	0	0	0	0	0	0	0	0	0
<b>Free Cash Flow to Equity</b>	755	755	755	836	836	836	927	927	927	1029

Financial year	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37	Year 38	Year 39	Year 40
EBIDTA	1029	1029	1143	1143	1143	1271	1271	1271	1414	1414
Less: Interest	0	0	0	0	0	0	0	0	0	0
Less: Tax	0	0	0	0	0	0	0	0	0	0
Less: Debt repayments	0	0	0	0	0	0	0	0	0	0
Less: Capex	0	0	0	0	0	0	0	0	0	0
Add: Debt Investment	0	0	0	0	0	0	0	0	0	0
<b>Free Cash Flow to Equity</b>	1029	1029	1143	1143	1143	1271	1271	1271	1414	1414

Financial year	Year 41	Year 42	Year 43	Year 44	Year 45	Year 46	Year 47	Year 48	Year 49	Year 50
EBIDTA	1414	1574	1574	1574	1755	1755	1755	1958	1958	1958
Less: Interest	0	0	0	0	0	0	0	0	0	0
Less: Tax	0	0	0	0	0	0	0	0	0	0
Less: Debt repayments	0	0	0	0	0	0	0	0	0	0
Less: Capex	0	0	0	0	0	0	0	0	0	0
Add: Debt Investment	0	0	0	0	0	0	0	0	0	0
<b>Free Cash Flow to Equity</b>	1414	1574	1574	1574	1755	1755	1755	1958	1958	1958

## 15.26. Annexure 26 – Project Returns Calculations – Conservative and Aggressive scenarios – Case 1 (BEZA as the Master Developer)

Conservative case:

Scenarios	PIRR	EIRR	Avg. DSCR	BCR <sup>273</sup>	NPV FCFF (in BDT million) #	NPV FCFE (in BDT million) #
<b>Option 1: offsite and onsite infrastructure to be developed by BEZA</b>	4.53%	4.37%	0.65	0.45	-7449.2	-4703.8
<b>Option 2: offsite and onsite infrastructure to be financed by multilaterals</b>	5.38%	6.26%	0.92	0.62	-3138.9	-2980.5
<b>Option 3: offsite infrastructure to be developed through nodal agencies</b>	7.18%	8.64%	1.14	0.69	-2626.7	-1268.1
<b>Option 4: offsite infrastructure to be developed through nodal agencies and on-site infrastructure to be financed by multilaterals</b>	7.97%	10.82%	1.48	0.95	1137.9	-390.9

# NPV values with cost of equity as 10% and 15% have been furnished in Annexures

<sup>273</sup> Weighted average cost of capital is used as discount factor in BCR calculations with cost of equity as 12%. Calculations pertaining to cost of equity of 10% and 15% have been furnished in Annexures of this report

**Aggressive case:**

Scenarios	PIRR	EIRR	Avg. DSCR	BCR <sup>274</sup>	NPV FCFF (in BDT million) #	NPV FCFE (in BDT million) #
<b>Option 1: offsite and onsite infrastructure to be developed by BEZA</b>	5.01%	5.88%	0.70	0.55	-6108.4	-2718.1
<b>Option 2: offsite and onsite infrastructure to be financed by multilaterals</b>	6.09%	8.70%	0.98	0.71	-1636.9	-1167.7
<b>Option 3: offsite infrastructure to be developed through nodal agencies</b>	8.36%	15.09%	1.32	0.84	-1266.8	620.9
<b>Option 4: offsite infrastructure to be developed through nodal agencies and on-site infrastructure to be financed by multilaterals</b>	9.44%	18.86%	1.60	1.08	2569.7	1253.6

# NPV values with cost of equity as 10% and 15% have been furnished in Annexures

<sup>274</sup> Weighted average cost of capital is used as discount factor in BCR calculations with cost of equity as 12%. Calculations pertaining to cost of equity of 10% and 15% have been furnished in Annexures of this report

## 15.27. Annexure 27 – NPV and BCR Calculations – Case 1 (BEZA as the Master Developer)

Table 175: NPV (@ 10% cost of equity) calculations across scenarios – Case 1

Scenarios	NPV FCFF (in BDT million)			NPV FCFE (in BDT million)		
	Conservative	Base	Aggressive	Conservative	Base	Aggressive
<b>Option 1: offsite and onsite infrastructure to be developed by BEZA</b>	-7120.7	-6158.3	-5768.2	-4640.7	-3206.8	-2477.5
<b>Option 2: offsite and onsite infrastructure to be financed by multilaterals</b>	-2280.8	-1023.6	-723.8	-2610.6	-1164.7	-616.5
<b>Option 3: offsite infrastructure to be developed through nodal agencies</b>	-2209.4	-1226.1	-832.9	-687.0	764.5	1372.6
<b>Option 4: offsite infrastructure to be developed through nodal agencies and on-site infrastructure to be financed by multilaterals</b>	2106.2	3113.9	3545.2	361.1	1598.2	2130.1

Source: Financial Model

Table 176: BCR (@ 10% cost of equity) calculations across scenarios – Case 1

Scenarios	BCR		
	Conservative	Base	Aggressive
<b>Option 1: offsite and onsite infrastructure to be developed by BEZA</b>	0.48	0.54	0.58

Scenarios	BCR		
	Conservative	Base	Aggressive
<b>Option 2: offsite and onsite infrastructure to be financed by multilaterals</b>	0.67	0.72	0.75
<b>Option 3: offsite infrastructure to be developed through nodal agencies</b>	0.74	0.83	0.88
<b>Option 4: offsite infrastructure to be developed through nodal agencies and on-site infrastructure to be financed by multilaterals</b>	1.02	1.10	1.15

Source: Financial Model

Table 177: NPV (@ 15% cost of equity) calculations across scenarios – Case 1

Scenarios	NPV FCFF (in BDT million)			NPV FCFE (in BDT million)		
	Conservative	Base	Aggressive	Conservative	Base	Aggressive
<b>Option 1: offsite and onsite infrastructure to be developed by BEZA</b>	-7831.5	-6908.7	-6512.0	-4476.7	-3346.7	-2735.8
<b>Option 2: offsite and onsite infrastructure to be financed by multilaterals</b>	-4258.9	-3055.6	-2730.9	-3172.1	-2019.2	-1539.0
<b>Option 3: offsite infrastructure to be developed through nodal agencies</b>	-3136.6	-2197.7	-1804.0	-1643.0	-504.6	12.5
<b>Option 4: offsite infrastructure to be developed through nodal agencies and on-site</b>	-30.4	947.9	1385.1	-961.3	41.4	502.8

Scenarios	NPV FCFF (in BDT million)			NPV FCFE (in BDT million)		
	Conservative	Base	Aggressive	Conservative	Base	Aggressive
<b>infrastructure to be financed by multilaterals</b>						

Source: Financial Model

Table 178: BCR (@ 15% cost of equity) calculations across scenarios – Case 1

Scenarios	BCR		
	Conservative	Base	Aggressive
<b>Option 1: offsite and onsite infrastructure to be developed by BEZA</b>	0.41	0.47	0.51
<b>Option 2: offsite and onsite infrastructure to be financed by multilaterals</b>	0.56	0.62	0.65
<b>Option 3: offsite infrastructure to be developed through nodal agencies</b>	0.63	0.73	0.78
<b>Option 4: offsite infrastructure to be developed through nodal agencies and on-site infrastructure to be financed by multilaterals</b>	0.85	0.94	0.99

Source: Financial Model

## 15.28. Annexure 28 – A Case Study on Panama Pacifico SEZ Project

Traditionally, in case of PPP projects, the developer is liable to make certain pay-outs to the regulatory authority (in this case BEZA) in order for it recover its cost lay-out. However, globally there are precedencies of projects which have been developed through the PPP route without involvement of any pay-outs to the authorities regulating them. Since, the ultimate objective of BEZA through this project is overall socio-economic upliftment of the region through employment generation, private sector participation in such projects brings with it a plethora of advantages such as:

- Better financial discipline, since a developer has to operate efficiently to stay in business, while government agencies are protected against bankruptcy
- Rapid project implementation through better access to additional human resources and expertise
- Removal of financial constraints through better access to private finance
- Ability to change plans and resources during implementation/operations of the project to adapt to changes in market conditions and other variables affecting the project.

Thus, in order to make the proposition of developing the proposed EZ attractive BEZA may consider foregoing pay-outs for the private developer. Similar examples have been adopted in the past in developed economies to promote private sector participation in industrial projects. One such successful case in point is the Panama Pacifico SEZ project in the Republic of Panama. The following table illustrates on the parameters behind its success.

Table 179: Successful PPP project without pay-out criteria: Panama Pacifico

Project	Project Type	Location	Master Developer
Panama Pacifico	Special Economic Zone developed through PPP	Panama City, Republic of Panama	London & Regional Properties
Project Overview	The Panama Pacifico project created in 2007 transformed the former Howard U.S. Air Force base outside Panama City into a hub for international trade, logistics, services, commerce, and industry. Located in the District of Arraijan, on the west side of the Canal, Panama Pacific is mixed-use development project which aimed at economic development of the region.		
Key Components	As principal advisor to the government, IFC recommended that a private investor develop the 2,500-hectare site through the establishment of a special economic zone (SEZ) with a modern regulatory framework and administration conducive to business and direct foreign investment		
Project Structuring parameters	<ul style="list-style-type: none"> <li>• <b>Strict global standard eligibility criteria to target international master developers</b></li> <li>• <b>Transaction structure for 40-year development period with exclusive development rights for 15 years and limited rights for the rest of the concession for the master developer</b></li> <li>• <b>Pre-defined obligations for minimum investments from master developer - the winning proposal included commitments to invest a minimum of USD 405 million over the first 8 years of the project with no other pay-outs involved</b></li> <li>• <b>Allocation of infrastructure development obligations to Government</b></li> </ul>		

	<ul style="list-style-type: none"> <li>• <b>Clear allocation of risks between parties, pre-defined pricing of land, minimum land takedowns by category of use, rules of land development, penalties for non-compliance, etc.</b></li> </ul>
<p><b>Success factors</b></p>	<ul style="list-style-type: none"> <li>• <b>USD 405 millions of investment within first 8 years i.e. till 2016</b></li> <li>• <b>USD 300 million more of investment in the next phase</b></li> <li>• <b>Globally reputed organizations such as Dell, 3M, CAT, Singapore Airlines, Cable &amp; Wireless etc. investing in the SEZ</b></li> <li>• <b>Accreditation of U.S. Green Building Council and the Clinton Climate Initiative as “Climate-positive SEZ”</b></li> </ul>

Source: PwC Research



## 15.29. Annexure 29 – Determination of Bid parameters for the PPP developer

The following table elucidates on the results obtained from the simulations performed to determine the best combination of the above-mentioned scenarios for the Base case. Two scenarios have been evaluated in the simulations – (i) BEZA bearing costs only towards land acquisition and off-site infrastructure is funded through assistance from multilaterals, and (ii) BEZA bearing costs towards both land acquisition and off-site infrastructure development.

Table 180: Simulation results to determine the best-case pay-out mode for BEZA - Base case (Case 2)

S. No.	Parameters	BEZA bearing costs only towards land acquisition	BEZA bearing costs towards land acquisition and off-site infrastructure including cost of Bridge
1	Annual Land lease mode (I)	An Annual land lease of <b>BDT 24.3</b> per sq. ft. per annum will correspond to the NPV of cost being equal to that of income for BEZA	• An Annual land lease of <b>BDT 24.5</b> per sq. ft. per annum will correspond to the NPV of cost being equal to that of income for BEZA
2	Gross revenue share mode (II)	A Gross revenue share of <b>31.3 %</b> between BEZA and the PPP developer will correspond to the NPV of cost being equal to that of income for BEZA	A Gross revenue share of <b>31.7%</b> between BEZA and the PPP developer will correspond to the NPV of cost being equal to that of income for BEZA
3	Upfront payment + (I)	An Upfront payment of <b>BDT 600 million</b> an annual land lease of <b>BDT 22 per sq. ft. per annum</b> will correspond to the NPV of cost being equal to that of income for BEZA	• An Annual land lease of <b>BDT 22.3</b> per sq. ft. per annum will correspond to the NPV of cost being equal to that of income for BEZA
4	Upfront payment + (II)	An Upfront payment of <b>BDT 600 million</b> with a Gross revenue share of <b>28.2%</b> will correspond to the NPV of cost being equal to that of income for BEZA	• An Upfront payment of BDT 600 million with Gross revenue share of <b>28.5%</b> between BEZA and the PPP developer will correspond to the NPV of cost being equal to that of income for BEZA

S. No.	Parameters	BEZA bearing costs only towards land acquisition	BEZA bearing costs towards land acquisition and off-site infrastructure including cost of Bridge
5	Upfront payment + (I) + (II)	An Annual land lease of <b>BDT 12.60 per sq. ft. per annum</b> together with a gross revenue share of <b>12%</b> will correspond to the NPV of cost being equal to that of income for BEZA	An Annual land lease of <b>BDT 13</b> per sq. ft. per annum together with a gross revenue share of <b>13%</b> will correspond to the NPV of cost being equal to that of income for BEZA

Source: Financial Model

### 15.30. Annexure 30 – Financial Model Calculations – Case 2 (PPP Developer developing the Project) – Without Pay-outs – Base Case

Profit and Loss Statement (BDT millions)										
Financial year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Revenue	0	0	210	377	450	595	693	801	1,031	1,160
O&M expenses	0	0	0	0	184	199	205	0	0	0
EBIDTA	0	0	210	377	266	396	488	801	1,031	1,160
Depreciation	0	0	0	233	233	233	233	233	233	233
EBIT	0	0	210	145	33	163	255	568	799	928
Interest	0	0	0	0	685	594	503	411	320	228
Profit before tax (PBT)	0	0	210	145	-652	-431	-247	157	479	699
Tax	0	0	0	0	0	0	0	0	0	0
Profit after tax (PAT)	0	0	210	145	-652	-431	-247	157	479	699

Financial year	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
Revenue	1,259	1,426	1,426	1,426	1,618	1,618	1,618	1,839	1,839	1,839
O&M expenses	0	0	0	0	0	0	0	0	0	0
EBIDTA	1,259	1,426	1,426	1,426	1,618	1,618	1,618	1,839	1,839	1,839
Depreciation	233	233	233	233	233	233	233	233	233	233

Financial year	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
EBIT	1,027	1,193	1,193	1,193	1,385	1,385	1,385	1,606	1,606	1,606
Interest	137	46	0	0	0	0	0	0	0	0
Profit before tax (PBT)	890	1,148	1,193	1,193	1,385	1,385	1,385	1,606	1,606	1,606
Tax	0	0	0	114	276	470	480	566	574	581
Profit after tax (PAT)	890	1,148	1,193	1,079	1,109	915	905	1,040	1,033	1,026

Financial year	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27	Year 28	Year 29	Year 30
Revenue	2,094	2,094	2,094	2,389	2,389	2,389	2,730	2,730	2,730	3,126
O&M expenses	0	0	0	0	0	0	0	0	0	0
EBIDTA	2,094	2,094	2,094	2,389	2,389	2,389	2,730	2,730	2,730	3,126
Depreciation	233	233	233	233	233	233	233	233	233	233
EBIT	1,861	1,861	1,861	2,156	2,156	2,156	2,497	2,497	2,497	2,893
Interest	0	0	0	0	0	0	0	0	0	0
Profit before tax (PBT)	1,861	1,861	1,861	2,156	2,156	2,156	2,497	2,497	2,497	2,893
Tax	676	682	687	795	799	803	925	928	931	1,072
Profit after tax (PAT)	1,185	1,179	1,174	1,361	1,357	1,353	1,572	1,569	1,566	1,821

Financial year	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37	Year 38	Year 39	Year 40
Revenue	3,126	3,126	3,586	3,586	3,586	4,122	4,122	4,122	4,748	4,748
O&M expenses	0	0	0	0	0	0	0	0	0	0
EBIDTA	3,126	3,126	3,586	3,586	3,586	4,122	4,122	4,122	4,748	4,748

Financial year	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37	Year 38	Year 39	Year 40
Depreciation	233	233	233	233	233	233	233	233	233	233
EBIT	2,893	2,893	3,354	3,354	3,354	3,890	3,890	3,890	4,515	4,515
Interest	0	0	0	0	0	0	0	0	0	0
Profit before tax (PBT)	2,893	2,893	3,354	3,354	3,354	3,890	3,890	3,890	4,515	4,515
Tax	1,074	1,076	1,239	1,241	1,242	1,431	1,432	1,433	1,653	1,654
Profit after tax (PAT)	1,819	1,817	2,114	2,113	2,111	2,458	2,457	2,456	2,862	2,861

Financial year	Year 41	Year 42	Year 43	Year 44	Year 45	Year 46	Year 47	Year 48	Year 49	Year 50
Revenue	4,748	5,478	5,478	5,478	6,333	6,333	6,333	7,335	7,335	7,335
O&M expenses	0	0	0	0	0	0	0	0	0	0
EBIDTA	4,748	5,478	5,478	5,478	6,333	6,333	6,333	7,335	7,335	7,335
Depreciation	233	233	233	233	233	233	233	233	233	233
EBIT	4,515	5,245	5,245	5,245	6,100	6,100	6,100	7,102	7,102	7,102
Interest	0	0	0	0	0	0	0	0	0	0
Profit before tax (PBT)	4,515	5,245	5,245	5,245	6,100	6,100	6,100	7,102	7,102	7,102
Tax	1,655	1,911	1,912	1,912	2,212	2,212	2,213	2,564	2,564	2,564
Profit after tax (PAT)	2,860	3,334	3,334	3,333	3,888	3,888	3,887	4,538	4,538	4,537

**Cash Flows (BDT million)**

Financial year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
<b>Cash Inflow</b>										
PAT	0	0	210	145	-652	-431	-247	157	479	699
Book depreciation	0	0	0	233	233	233	233	233	233	233
Equity infusion	1,103	1,180	698	152	0	0	0	0	0	0
Debt drawdown	2,574	2,754	1,628	354	0	0	0	0	0	0
Total cash inflow	3,677	3,934	2,536	884	-420	-198	-15	389	712	932
<b>Cash Outflow</b>										
Capex	3,677	3,934	2,384	713	0	0	0	0	0	0
Dividend pay-out	0	0	0	0	0	0	0	0	0	0
Repayment (Principal)	0	0	0	0	914	914	914	914	914	914
Total cash outflow	3,677	3,934	2,384	713	914	914	914	914	914	914
<b>Net Cash Generation</b>	<b>0</b>	<b>0</b>	<b>153</b>	<b>170</b>	<b>-1,333</b>	<b>-1,112</b>	<b>-928</b>	<b>-524</b>	<b>-202</b>	<b>18</b>

Financial year	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
<b>Cash Inflow</b>										
PAT	890	1,148	1,193	1,079	1,109	915	905	1,040	1,033	1,026
Book depreciation	233	233	233	233	233	233	233	233	233	233
Equity infusion	0	0	0	0	0	0	0	0	0	0
Debt drawdown	0	0	0	0	0	0	0	0	0	0
Total cash inflow	1,122	1,381	1,426	1,312	1,342	1,148	1,138	1,273	1,265	1,258
<b>Cash Outflow</b>										
Capex	0	0	0	0	0	0	0	0	0	0

Dividend pay-out	0	0	0	0	0	0	0	0	0	0
Repayment (Principal)	914	914	0	0	0	0	0	0	0	0
Total cash outflow	914	914	0	0	0	0	0	0	0	0
<b>Net Cash Generation</b>	209	467	1,426	1,312	1,342	1,148	1,138	1,273	1,265	1,258

Financial year	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27	Year 28	Year 29	Year 30
<b>Cash Inflow</b>										
PAT	1,185	1,179	1,174	1,361	1,357	1,353	1,572	1,569	1,566	1,821
Book depreciation	233	233	233	233	233	233	233	233	233	233
Equity infusion	0	0	0	0	0	0	0	0	0	0
Debt drawdown	0	0	0	0	0	0	0	0	0	0
Total cash inflow	1,418	1,412	1,407	1,594	1,590	1,586	1,805	1,802	1,799	2,054
<b>Cash Outflow</b>										
Capex	0	0	0	0	0	0	0	0	0	0
Dividend pay-out	0	0	0	0	0	0	0	0	0	0
Repayment (Principal)	0	0	0	0	0	0	0	0	0	0
Total cash outflow	0	0	0	0	0	0	0	0	0	0
<b>Net Cash Generation</b>	1,418	1,412	1,407	1,594	1,590	1,586	1,805	1,802	1,799	2,054

Financial year	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37	Year 38	Year 39	Year 40
<b>Cash Inflow</b>										
PAT	1,819	1,817	2,114	2,113	2,111	2,458	2,457	2,456	2,862	2,861
Book depreciation	233	233	233	233	233	233	233	233	233	233
Equity infusion	0	0	0	0	0	0	0	0	0	0
Debt drawdown	0	0	0	0	0	0	0	0	0	0

Total cash inflow	2,052	2,050	2,347	2,346	2,344	2,691	2,690	2,689	3,094	3,094
<b>Cash Outflow</b>										
Capex	0	0	0	0	0	0	0	0	0	0
Dividend pay-out	0	0	0	0	0	0	0	0	0	0
Repayment (Principal)	0	0	0	0	0	0	0	0	0	0
Total cash outflow	0	0	0	0	0	0	0	0	0	0
<b>Net Cash Generation</b>	2,052	2,050	2,347	2,346	2,344	2,691	2,690	2,689	3,094	3,094

Financial year	Year 41	Year 42	Year 43	Year 44	Year 45	Year 46	Year 47	Year 48	Year 49	Year 50
<b>Cash Inflow</b>										
PAT	2,860	3,334	3,334	3,333	3,888	3,888	3,887	4,538	4,538	4,537
Book depreciation	233	233	233	233	233	233	233	233	233	233
Equity infusion	0	0	0	0	0	0	0	0	0	0
Debt drawdown	0	0	0	0	0	0	0	0	0	0
Total cash inflow	3,093	3,567	3,566	3,566	4,121	4,120	4,120	4,771	4,770	4,770
<b>Cash Outflow</b>										
Capex	0	0	0	0	0	0	0	0	0	0
Dividend pay-out	0	0	0	0	0	0	0	0	0	0
Repayment (Principal)	0	0	0	0	0	0	0	0	0	0
Total cash outflow	0	0	0	0	0	0	0	0	0	0
<b>Net Cash Generation</b>	3,093	3,567	3,566	3,566	4,121	4,120	4,120	4,771	4,770	4,770



## Balance Sheet (BDT million)

Financial year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
<b>Liabilities</b>										
Equity	1,103	2,283	2,981	3,133	3,133	3,133	3,133	3,133	3,133	3,133
Reserves and Surplus	0	0	210	355	-298	-729	-976	-820	-341	358
Long term loan	2,574	5,328	6,956	7,310	6,397	5,483	4,569	3,655	2,741	1,828
Total	3,677	7,611	10,147	10,798	9,232	7,887	6,726	5,969	5,534	5,319
<b>Assets</b>										
Net Block (long term asset- depreciation)	3,677	7,611	9,995	10,475	10,242	10,010	9,777	9,544	9,311	9,079
Cash and bank balance	0	0	153	323	-1,010	-2,123	-3,051	-3,575	-3,778	-3,760
Total	3,677	7,611	10,147	10,798	9,232	7,887	6,726	5,969	5,534	5,319

Financial year	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
<b>Liabilities</b>										
Equity	3,133	3,133	3,133	3,133	3,133	3,133	3,133	3,133	3,133	3,133
Reserves and Surplus	1,248	2,396	3,589	4,668	5,778	6,693	7,598	8,638	9,671	10,696
Long term loan	914	0	0	0	0	0	0	0	0	0
Total	5,295	5,529	6,722	7,802	8,911	9,826	10,731	11,772	12,804	13,830
<b>Assets</b>										
Net Block (long term asset- depreciation)	8,846	8,613	8,380	8,147	7,915	7,682	7,449	7,216	6,983	6,751
Cash and bank balance	-3,551	-3,084	-1,658	-346	996	2,144	3,282	4,555	5,821	7,079
Total	5,295	5,529	6,722	7,802	8,911	9,826	10,731	11,772	12,804	13,830

Financial year	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27	Year 28	Year 29	Year 30
<b>Liabilities</b>										
Equity	3,133	3,133	3,133	3,133	3,133	3,133	3,133	3,133	3,133	3,133
Reserves and Surplus	11,881	13,061	14,235	15,596	16,953	18,306	19,878	21,447	23,013	24,834
Long term loan	0	0	0	0	0	0	0	0	0	0
Total	15,014	16,194	17,368	18,729	20,086	21,439	23,011	24,580	26,146	27,967
<b>Assets</b>										
Net Block (long term asset- depreciation)	6,518	6,285	6,052	5,820	5,587	5,354	5,121	4,888	4,656	4,423
Cash and bank balance	8,496	9,909	11,315	12,909	14,499	16,085	17,890	19,691	21,490	23,544
Total	15,014	16,194	17,368	18,729	20,086	21,439	23,011	24,580	26,146	27,967

Financial year	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37	Year 38	Year 39	Year 40
<b>Liabilities</b>										
Equity	3,133	3,133	3,133	3,133	3,133	3,133	3,133	3,133	3,133	3,133
Reserves and Surplus	26,653	28,469	30,584	32,697	34,808	37,266	39,724	42,180	45,042	47,902
Long term loan	0	0	0	0	0	0	0	0	0	0
Total	29,786	31,603	33,717	35,830	37,941	40,399	42,857	45,313	48,175	51,035
<b>Assets</b>										
Net Block (long term asset- depreciation)	4,190	3,957	3,725	3,492	3,259	3,026	2,793	2,561	2,328	2,095
Cash and bank balance	25,596	27,645	29,992	32,338	34,682	37,373	40,063	42,752	45,847	48,940
Total	29,786	31,603	33,717	35,830	37,941	40,399	42,857	45,313	48,175	51,035

Financial year	Year 41	Year 42	Year 43	Year 44	Year 45	Year 46	Year 47	Year 48	Year 49	Year 50
<b>Liabilities</b>										
Equity	3,133	3,133	3,133	3,133	3,133	3,133	3,133	3,133	3,133	3,133
Reserves and Surplus	50,763	54,097	57,430	60,763	64,651	68,539	72,426	76,964	81,502	86,040
Long term loan	0	0	0	0	0	0	0	0	0	0
Total	53,896	57,230	60,563	63,896	67,785	71,672	75,559	80,098	84,635	89,173
<b>Assets</b>										
Net Block (long term asset- depreciation)	1,862	1,629	1,397	1,164	931	698	466	233	0	0
Cash and bank balance	52,033	55,600	59,167	62,732	66,853	70,974	75,094	79,865	84,635	89,405
Total	53,896	57,230	60,563	63,896	67,785	71,672	75,559	80,098	84,635	89,405

### FCFF Calculation (BDT million)

Financial year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
EBIT	0	0	210	145	33	163	255	568	799	928
Add: Depreciation	0	0	0	233	233	233	233	233	233	233
Less: IDC	-129	-395	-614	-713	0	0	0	0	0	0
Less: Tax paid	0	0	0	0	0	0	0	0	0	0
Less: Dividend payout	0	0	0	0	0	0	0	0	0	0
Less: Capex	-3,549	-3,539	-1,769	0	0	0	0	0	0	0
Free Cashflow to Fund	-3,677	-3,934	-2,174	-336	266	396	488	801	1,031	1,160
<b>Retained Earnings</b>	0	0	210	377	-420	-198	-15	389	712	932
<b>Cumulative Retained Earnings</b>	0	0	210	587	168	-31	-45	344	1,056	1,988
Retained Earnings used to fund opex	0	0	210	377	0	0	0	389	712	932
Retained Earnings available after funding opex	0	0	57	207	0	0	0	178	494	708
Retained Earnings used to fund project cost	0	0	57	207	0	0	0	178	494	708

Financial year	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
EBIT	1,027	1,193	1,193	1,193	1,385	1,385	1,385	1,606	1,606	1,606
Add: Depreciation	233	233	233	233	233	233	233	233	233	233
Less: IDC	0	0	0	0	0	0	0	0	0	0
Less: Tax paid	0	0	0	-114	-276	-470	-480	-566	-574	-581
Less: Dividend payout	0	0	0	0	0	0	0	0	0	0
Less: Capex	0	0	0	0	0	0	0	0	0	0
Free Cashflow to Fund	1,259	1,426	1,426	1,312	1,342	1,148	1,138	1,273	1,265	1,258
<b>Retained Earnings</b>	1,122	1,381	1,426	1,312	1,342	1,148	1,138	1,273	1,265	1,258
<b>Cumulative Retained Earnings</b>	3,110	4,491	5,917	7,229	8,571	9,719	10,857	12,130	13,396	14,654

Retained Earnings used to fund opex	1,122	1,381	1,426	1,312	1,342	1,148	1,138	1,273	1,265	1,258
Retained Earnings available after funding opex	891	1143	1181	1060	1082	880	862	989	973	957
Retained Earnings used to fund project cost	891	1143	1181	1060	1082	880	862	989	973	957

Financial year	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27	Year 28	Year 29	Year 30
EBIT	1,861	1,861	1,861	2,156	2,156	2,156	2,497	2,497	2,497	2,893
Add: Depreciation	233	233	233	233	233	233	233	233	233	233
Less: IDC	0	0	0	0	0	0	0	0	0	0
Less: Tax paid	-676	-682	-687	-795	-799	-803	-925	-928	-931	-1,072
Less: Dividend payout	0	0	0	0	0	0	0	0	0	0
Less: Capex	0	0	0	0	0	0	0	0	0	0
Free Cashflow to Fund	1,418	1,412	1,407	1,594	1,590	1,586	1,805	1,802	1,799	2,054
<b>Retained Earnings</b>	1,418	1,412	1,407	1,594	1,590	1,586	1,805	1,802	1,799	2,054
<b>Cumulative Retained Earnings</b>	16,071	17,484	18,890	20,484	22,074	23,660	25,465	27,266	29,065	31,119
Retained Earnings used to fund opex	1,418	1,412	1,407	1,594	1,590	1,586	1,805	1,802	1,799	2,054
Retained Earnings available after funding opex	1107	1092	1078	1255	1240	1226	1434	1420	1406	1649
Retained Earnings used to fund project cost	1107	1092	1078	1255	1240	1226	1434	1420	1406	1649

Financial year	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37	Year 38	Year 39	Year 40
EBIT	2,893	2,893	3,354	3,354	3,354	3,890	3,890	3,890	4,515	4,515
Add: Depreciation	233	233	233	233	233	233	233	233	233	233
Less: IDC	0	0	0	0	0	0	0	0	0	0
Less: Tax paid	-1,074	-1,076	-1,239	-1,241	-1,242	-1,431	-1,432	-1,433	-1,653	-1,654
Less: Dividend payout	0	0	0	0	0	0	0	0	0	0
Less: Capex	0	0	0	0	0	0	0	0	0	0
Free Cashflow to Fund	2,052	2,050	2,347	2,346	2,344	2,691	2,690	2,689	3,094	3,094

<b>Retained Earnings</b>	2,052	2,050	2,347	2,346	2,344	2,691	2,690	2,689	3,094	3,094
<b>Cumulative Retained Earnings</b>	33,171	35,220	37,567	39,913	42,257	44,948	47,638	50,327	53,422	56,515
Retained Earnings used to fund opex	2,052	2,050	2,347	2,346	2,344	2,691	2,690	2,689	3,094	3,094
Retained Earnings available after funding opex	1635	1620	1905	1890	1875	2208	2192	2176	2566	2549
Retained Earnings used to fund project cost	1635	1620	1905	1890	1875	2208	2192	2176	2566	2549

<b>Financial year</b>	<b>Year 41</b>	<b>Year 42</b>	<b>Year 43</b>	<b>Year 44</b>	<b>Year 45</b>	<b>Year 46</b>	<b>Year 47</b>	<b>Year 48</b>	<b>Year 49</b>	<b>Year 50</b>
EBIT	4,515	5,245	5,245	5,245	6,100	6,100	6,100	7,102	7,102	7,102
Add: Depreciation	233	233	233	233	233	233	233	233	233	233
Less: IDC	0	0	0	0	0	0	0	0	0	0
Less: Tax paid	-1,655	-1,911	-1,912	-1,912	-2,212	-2,212	-2,213	-2,564	-2,564	-2,564
Less: Dividend payout	0	0	0	0	0	0	0	0	0	0
Less: Capex	0	0	0	0	0	0	0	0	0	0
Free Cashflow to Fund	3,093	3,567	3,566	3,566	4,121	4,120	4,120	4,771	4,770	4,770
<b>Retained Earnings</b>	3,093	3,567	3,566	3,566	4,121	4,120	4,120	4,771	4,770	4,770
<b>Cumulative Retained Earnings</b>	59,608	63,175	66,742	70,307	74,428	78,549	82,669	87,440	92,210	96,980
Retained Earnings used to fund opex	3,093	3,567	3,566	3,566	4,121	4,120	4,120	4,771	4,770	4,770
Retained Earnings available after funding opex	2532	2990	2972	2953	3490	3471	3451	4081	4060	4039
Retained Earnings used to fund project cost	2532	2990	2972	2953	3490	3471	3451	4081	4060	4039

**FCFE Calculation (BDT million)**

Financial year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
EBIDTA	0	0	210	377	266	396	488	801	1031	1160
Less: Dividend payout	0	0	0	0	0	0	0	0	0	0
Less: Interest	0	0	0	0	-685	-594	-503	-411	-320	-228
Less: Tax	0	0	0	0	0	0	0	0	0	0
Less: Debt repayments	0	0	0	0	-914	-914	-914	-914	-914	-914
Less: Capex	-3,677	-3,934	-2,326	-506	0	0	0	0	0	0
Add: Debt Investment	2,574	2,754	1,628	354	0	0	0	0	0	0
<b>Free Cash Flow to Equity</b>	-1103	-1180	-488	226	-1333	-1112	-928	-524	-202	18

Financial year	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
EBIDTA	1259	1426	1426	1426	1618	1618	1618	1839	1839	1839
Less: Dividend payout	0	0	0	0	0	0	0	0	0	0
Less: Interest	-137	-46	0	0	0	0	0	0	0	0
Less: Tax	0	0	0	-114	-276	-470	-480	-566	-574	-581
Less: Debt repayments	-914	-914	0	0	0	0	0	0	0	0
Less: Capex	0	0	0	0	0	0	0	0	0	0
Add: Debt Investment	0	0	0	0	0	0	0	0	0	0
<b>Free Cash Flow to Equity</b>	209	467	1426	1312	1342	1148	1138	1273	1265	1258

Financial year	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26	Year 27	Year 28	Year 29	Year 30
EBIDTA	2094	2094	2094	2389	2389	2389	2730	2730	2730	3126
Less: Dividend payout	0	0	0	0	0	0	0	0	0	0
Less: Interest	0	0	0	0	0	0	0	0	0	0
Less: Tax	-676	-682	-687	-795	-799	-803	-925	-928	-931	-1,072
Less: Debt repayments	0	0	0	0	0	0	0	0	0	0
Less: Capex	0	0	0	0	0	0	0	0	0	0
Add: Debt Investment	0	0	0	0	0	0	0	0	0	0
<b>Free Cash Flow to Equity</b>	1418	1412	1407	1594	1590	1586	1805	1802	1799	2054

Financial year	Year 31	Year 32	Year 33	Year 34	Year 35	Year 36	Year 37	Year 38	Year 39	Year 40
EBIDTA	3126	3126	3586	3586	3586	4122	4122	4122	4748	4748
Less: Dividend payout	0	0	0	0	0	0	0	0	0	0
Less: Interest	0	0	0	0	0	0	0	0	0	0
Less: Tax	-1,074	-1,076	-1,239	-1,241	-1,242	-1,431	-1,432	-1,433	-1,653	-1,654
Less: Debt repayments	0	0	0	0	0	0	0	0	0	0
Less: Capex	0	0	0	0	0	0	0	0	0	0
Add: Debt Investment	0	0	0	0	0	0	0	0	0	0
<b>Free Cash Flow to Equity</b>	2052	2050	2347	2346	2344	2691	2690	2689	3094	3094

Financial year	Year 41	Year 42	Year 43	Year 44	Year 45	Year 46	Year 47	Year 48	Year 49	Year 50
EBIDTA	4748	5478	5478	5478	6333	6333	6333	7335	7335	7335
Less: Dividend payout	0	0	0	0	0	0	0	0	0	0
Less: Interest	0	0	0	0	0	0	0	0	0	0
Less: Tax	-1,655	-1,911	-1,912	-1,912	-2,212	-2,212	-2,213	-2,564	-2,564	-2,564
Less: Debt repayments	0	0	0	0	0	0	0	0	0	0
Less: Capex	0	0	0	0	0	0	0	0	0	0



<b>Financial year</b>	<b>Year 41</b>	<b>Year 42</b>	<b>Year 43</b>	<b>Year 44</b>	<b>Year 45</b>	<b>Year 46</b>	<b>Year 47</b>	<b>Year 48</b>	<b>Year 49</b>	<b>Year 50</b>
Add: Debt Investment	0	0	0	0	0	0	0	0	0	0
<b>Free Cash Flow to Equity</b>	3093	3567	3566	3566	4121	4120	4120	4771	4770	4770

### 15.31. Annexure 31 – Project Returns Calculations – Conservative and Aggressive scenarios – Case 2 (PPP developer as the Master Developer)

#### Conservative scenario

Scenarios	PIRR	EIRR	Avg. DSCR	BCR <sup>275</sup>	NPV FCFF (in BDT million)	NPV FCFE (in BDT million)
Without Pay-out to BEZA approach	8.86%	9.79%	0.54	1.20	-2200.6	-1583.5
Conventional approach	6.34%	6.44%	0.26	1.04	-5964.7	-5021.9

#### Aggressive scenario

Scenarios	PIRR	EIRR	Avg. DSCR	BCR <sup>276</sup>	NPV FCFF (in BDT million)	NPV FCFE (in BDT million)
Without Pay-out to BEZA approach	9.95%	11.74%	0.84	1.37	-769.8	-161.6
Conventional approach	6.98%	7.22%	0.49	1.19	-4809.9	-3974.0

<sup>275</sup> Weighted average cost of capital is used as discount factor in BCR calculations with cost of equity as 12%. Calculations pertaining to cost of equity of 10% and 15% have been furnished in Annexures of this report

<sup>276</sup> Weighted average cost of capital is used as discount factor in BCR calculations with cost of equity as 12%. Calculations pertaining to cost of equity of 10% and 15% have been furnished in Annexures of this report

## 15.32. Annexure 32 – NPV and BCR Calculations – Case 2 (PPP Developer developing the Project) – Base

Table 181: NPV (@ 10% cost of equity) calculations across scenarios – Case 2

Scenarios	NPV FCFF (in BDT million)			NPV FCFE (in BDT million)		
	Conservative	Base	Aggressive	Conservative	Base	Aggressive
<b>Without Pay-out to BEZA approach</b>	-1557.7	-637.1	-66.4	-203.9	802.2	1423.6
<b>Conventional approach</b>	-5531.2	-4728.7	-4326.5	-4269.3	-3466.8	-3064.6

Source: Financial Model

Table 182: BCR (@ 10% cost of equity) calculations across scenarios – Case 2

Scenarios	BCR		
	Conservative	Base	Aggressive
<b>Without Pay-out to BEZA approach</b>	1.30	1.41	1.47
<b>Conventional approach</b>	1.13	1.22	1.27

Source: Financial Model

Table 183: NPV (@ 15% cost of equity) calculations across scenarios – Case 2

Scenarios	NPV FCFF (in BDT million)			NPV FCFE (in BDT million)		
	Conservative	Base	Aggressive	Conservative	Base	Aggressive
<b>Without Pay-out to BEZA approach</b>	-2987.7	-2160.8	-1642.2	-2526.2	-1812.3	-1356.3
<b>Conventional approach</b>	-6478.5	-5759.2	-5393.8	-5336.3	-4773.7	-4479.6

Source: Financial Model

Table 184: BCR (@ 15% cost of equity) calculations across scenarios – Case 2

Scenarios	BCR		
	Conservative	Base	Aggressive
<b>Without Pay-out to BEZA approach</b>	1.07	1.17	1.23
<b>Conventional approach</b>	0.93	1.02	1.07

Source: Financial Model

### ***15.33. Annexure 33 – Mechanisms to improve returns of the project in case of PPP developer developing the project in case of the Conventional approach***

In order to improve the returns and debt serviceability of the project, the following avenues could be explored which would eventually benefit both the private entity and BEZA.

#### ***Funding the Project through a combination of Commercial and Concessional Loan***

As explained earlier, in case of a PPP developer, commercial loan from financial institutions and banks become a realistic source of obtaining debt in order to fund similar projects according to prevalent infrastructure funding environment in Bangladesh. However, concessional borrowing, if obtained, through support from BEZA and GoB could improve project returns for any private player developing the project and thus enhance attractiveness of the project. This could depend on various factors such as project potential, market reputation, balance sheet exposure, occupancy risk of the project etc. Keeping cognizance of the same, even if the project is funded through a combination of commercial and concessional borrowing in the ratio of 35%:35% respectively (with Debt: Equity as 70%:30%), **the project returns still remain moderately attractive.**

#### ***Modifying the pre-determined Bid Parameters below desired levels***

As mentioned earlier, a combination of **upfront payment, together with an annual land lease charge and a revenue share to BEZA** emerges as a suitable option for BEZA in case it embarks on the conventional PPP approach. This combination of bid parameters enables BEZA to recover its cost outlay in terms of land acquisition and off-site infrastructure development. However, as demonstrated in the Financial Modelling chapter, the project returns for the private developer under such a scenario remain unattractive. This further diminishes the private developer's chances of obtaining commercial debts to fund the project. In order to improve the same, BEZA may forego or modify the bid parameters determined above. In lieu of the same, **a reduction in the annual land lease to BDT 1 per sq. ft. per annum together with a waiver on revenue share (to BEZA), improves the PIRR to ~9.39% but still fails to render the project attractive for private developers.**

Similarly, in case BEZA decides to forego the pre-determined bid parameters in return of having an equity share in the project corresponding to 10%, **the PIRR improves only to ~9.05%** which is still not attractive from the perspective of private developers.

#### ***Through the infusion of Financial Stimuli***

An effective and prevalent project structuring mechanism to make a PPP project financially attractive and bankable for private developers could be through imbibing financial stimuli over existing fiscal incentives provided by BEZA. These financial stimuli could be in the form of Capital subsidy or Viability Gap Funding (VGF) or Opex subsidy or Annuity or a combination of both.

##### **Capital subsidy or Viability Gap Funding (VGF)**

Viability Gap Funding or VGF is a measure by Govt. authorities to make a PPP project profitable. It refers to a grant to support projects that are economically justified but not financially viable. Such a grant under VGF is provided as a capital subsidy to attract the private sector players to participate in PPP projects that are otherwise financially unviable. Projects may not be commercially viable because of long gestation period and small revenue flows in future. This grant or capital subsidy is generally provided as a one-time payment to meet the capex layout of the project and thus making it financially attractive for private bidders. Similar precedence is also prevalent in Bangladesh, where the government extends financial support towards financially unviable but socially and economically beneficial PPP projects to maximize value for money and to imbibe private sector efficiency. GoB has mandated that the VGF in the form of capital grant shall be limited to 40% of the total

estimated capital cost of the project.<sup>277</sup> In countries such as India, VGF has been mostly limited to hard core infrastructure such as roads and highways sector but also extendable to power, urban transport, SEZs, etc. As per prevalent norms, the total Viability Gap Funding will not exceed 20% of total project cost, provided that the Government or statutory entity that owns the project may, if it so decides, provide additional grants out of its budget, but not exceeding a further 20% of the total project cost. In India, similar schemes are also exercised at the State level, such as in the state of Assam, VGF is provided by the State Govt. mostly in roads sector and the amount of VGF shall be equivalent to the lowest bid for capital subsidy, but subject to a maximum of 20% of the total project cost. Similarly, under the UDAN scheme proposed by the Govt. of Maharashtra, 50% seats in airplanes are offered at concessional rates to passengers in order to make air travel affordable. In case of vacant seats, the State Govt. shall offer capital subsidy in the form of VGF to the airline operator to compensate the loss.

Table 185: Case study on f VGF<sup>278</sup>

Project	Project Type	Location
Panvel - Indapur Highway project	Highway project Build, Operate, Transfer (BOT) mode	Maharashtra, India
<p><b>Supreme Infra’s 84km Panvel-Indapur highway project in Maharashtra was stuck for years due to lack of land clearances, hurting the firm as costs shot up. The project, estimated to cost INR 1,206 crore, was targeting a completion date of June 2017. However, inefficiencies in land acquisition caused delay.</b></p> <p><b>In order to cater to the needs of the project, NHAI extended a VGF of INR 500 crore towards the project. With 60% of the project already completed this provided an impetus to the private developer who went on to complete the phase I &amp; II of the project as per previous expectations thus preventing further delay.</b></p>		

Source: PwC Research

Although there is no precedence of VGF in the economic zone space in Bangladesh but as per VGF rules referred above, it is permissible. An extension of **VGF equal to high as 40% with conventional approach** of the total project cost although **improves the project returns (with PIRR of ~11.03%) which is not attractive for a private investor.**

### Opex subsidy or Annuity

In addition to capital subsidy, government also extends support in the form of operational subsidy or annuity for a period of time thus helping private developers suffice their operational expenses. Although, this mode of financial support is more prevalent in hardcore infrastructure projects mainly highway projects in countries such as India but as per the guidelines of GoB<sup>279</sup>, annuity is disbursed on a periodic basis during the period when the Project Company provides service under the PPP project after commencement of operations and it is deemed applicable for all kinds of PPP projects including priority projects. In India, the extension of annuity is almost entirely limited to roads and highway projects where revenues from tolling are uncertain or will be insufficient to attract BOT operators. The Govt. of India thus devised Engineering, Procurement and Construction (EPC) contracts which entail little or no risk on the part of the private sector. To fill this gap, NHAI has developed the Annuity Concession model. To date, approximately 8% of the length of roadways subject to NHDP funding has been commissioned using the Annuity model.<sup>280</sup> Similarly, Opex subsidy, which can also be considered as annuity, is also extended by the State Govt. in India. For example, the State of Gujarat provides an Opex subsidy of a maximum amount of INR 2.5 million for a period of 10 years to support MSMEs in the State.

<sup>277</sup> [http://www.pppo.gov.bd/download/ppp\\_office/Rules-for-VGF-for-PPP-Projects-2018.pdf](http://www.pppo.gov.bd/download/ppp_office/Rules-for-VGF-for-PPP-Projects-2018.pdf)

<sup>278</sup> <https://www.moneycontrol.com/news/business/companies/nhai-to-infuse-rs-500cr-vgfpanvel-project-supreme-infra-981577.html>

<sup>279</sup> [http://www.pppo.gov.bd/download/ppp\\_office/Rules-for-VGF-for-PPP-Projects-2018.pdf](http://www.pppo.gov.bd/download/ppp_office/Rules-for-VGF-for-PPP-Projects-2018.pdf)

<sup>280</sup> <https://ppiaf.org/sites/ppiaf.org/files/documents/toolkits/highwaystoolkit/6/pdf-version/india.pdf>

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Although there is no precedence of annuity or Opex subsidy being extended in the economic zone space in Bangladesh but as per VGF rules referred above, it is permissible. However, even an extension of **Annuity as high as 40%** of the O&M cost (for a period of 15 years from start of operations of the proposed EZ) **fails to improve the project returns (with PIRR of ~10.11%) above desired levels. Combination of these two mechanisms, enhances the project returns (with a PIRR of ~11.92%) which will be not able to attract developer of national and international repute.**

## 15.34. Annexure 34 – Economic Model Calculations

### Total Economic Benefits (conservative)

Financial year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Output from Industrial Production	0	0	0	0	0	0	0	13	26	43
Employment Generation	0	0	0	0	0	146	146	486	836	1158
Tax Incentive Availed by the Developer (Loss for Exchequer)	0	0	0	0	0	0	0	0	0	0
Tax Paid by the Developer (Gain for Exchequer)	0	0	0	0	0	0	0	0	0	0
<b>Total Economic Benefits</b>	0	0	0	0	0	146	146	499	862	1201

Financial year	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Output from Industrial Production	60	84	109	134	162	210	261	304	304	304
Employment Generation	1628	2355	3095	3845	4709	6116	7638	8937	8937	8937
Tax Incentive Availed by the Developer (Loss for Exchequer)	0	0	0	0	0	0	0	0	0	0
Tax Paid by the Developer (Gain for Exchequer)	0	0	0	0	0	0	0	0	0	0
<b>Total Economic Benefits</b>	1688	2439	3205	3979	4871	6325	7899	9241	9241	9241

Financial year	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Output from Industrial Production	304	304	304	304	304	304	304	304	304	304
Employment Generation	8937	8937	8937	8937	8937	8937	8937	8937	8937	8937
Tax Incentive Availed by the Developer (Loss for Exchequer)	0	0	0	0	0	0	0	0	0	0
Tax Paid by the Developer (Gain for Exchequer)	0	0	0	0	0	0	0	0	0	0
<b>Total Economic Benefits</b>	9241	9241	9241	9241	9241	9241	9241	9241	9241	9241



<b>Financial year</b>	<b>2051</b>	<b>2052</b>	<b>2053</b>	<b>2054</b>	<b>2055</b>	<b>2056</b>	<b>2057</b>	<b>2058</b>	<b>2059</b>	<b>2060</b>
Output from Industrial Production	304	304	304	304	304	304	304	304	304	304
Employment Generation	8937	8937	8937	8937	8937	8937	8937	8937	8937	8937
Tax Incentive Aailed by the Developer (Loss for Exchequer)	0	0	0	0	0	0	0	0	0	0
Tax Paid by the Developer (Gain for Exchequer)	0	0	0	0	0	0	0	0	0	0
<b>Total Economic Benefits</b>	9241	9241	9241	9241	9241	9241	9241	9241	9241	9241

<b>Financial year</b>	<b>2061</b>	<b>2062</b>	<b>2063</b>	<b>2064</b>	<b>2065</b>	<b>2066</b>	<b>2067</b>	<b>2068</b>	<b>2069</b>	<b>2070</b>
Output from Industrial Production	304	304	304	304	304	304	304	304	304	304
Employment Generation	8937	8937	8937	8937	8937	8937	8937	8937	8937	8937
Tax Incentive Aailed by the Developer (Loss for Exchequer)	0	0	0	0	0	0	0	0	0	0
Tax Paid by the Developer (Gain for Exchequer)	0	0	0	0	0	0	0	0	0	0
<b>Total Economic Benefits</b>	9241	9241	9241	9241	9241	9241	9241	9241	9241	9241

<b>Total Economic Benefits (Base)</b>										
<b>Financial year</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
Output from Industrial Production	0	0	0	0	0	0	0	34	57	85
Employment Generation	0	0	0	0	0	146	146	1031	1642	2256
Tax Incentive Availed by the Developer (Loss for Exchequer)	0	0	0	0	0	0	0	0	0	0
Tax Paid by the Developer (Gain for Exchequer)	0	0	0	0	0	0	0	0	0	0
<b>Total Economic Benefits</b>	0	0	0	0	0	146	146	1065	1699	2340

<b>Financial year</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>
Output from Industrial Production	112	149	187	227	271	304	304	304	304	304
Employment Generation	3049	4136	5278	6476	7841	8800	8800	8800	8800	8800
Tax Incentive Availed by the Developer (Loss for Exchequer)	0	0	0	0	0	0	0	0	0	0
Tax Paid by the Developer (Gain for Exchequer)	0	0	0	0	0	0	0	0	0	0
<b>Total Economic Benefits</b>	3161	4285	5466	6703	8112	9104	9104	9104	9104	9104

<b>Financial year</b>	<b>2041</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>	<b>2045</b>	<b>2046</b>	<b>2047</b>	<b>2048</b>	<b>2049</b>	<b>2050</b>
Output from Industrial Production	304	304	304	304	304	304	304	304	304	304
Employment Generation	8800	8800	8800	8800	8800	8800	8800	8800	8800	8800
Tax Incentive Availed by the Developer (Loss for Exchequer)	0	0	0	0	0	0	0	0	0	0

Tax Paid by the Developer (Gain for Exchequer)	0	0	0	0	0	0	0	0	0	0
<b>Total Economic Benefits</b>	9104	9104	9104	9104	9104	9104	9104	9104	9104	9104

Financial year	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060
Output from Industrial Production	304	304	304	304	304	304	304	304	304	304
Employment Generation	8800	8800	8800	8800	8800	8800	8800	8800	8800	8800
Tax Incentive Availed by the Developer (Loss for Exchequer)	0	0	0	0	0	0	0	0	0	0
Tax Paid by the Developer (Gain for Exchequer)	0	0	0	0	0	0	0	0	0	0
<b>Total Economic Benefits</b>	9104	9104	9104	9104	9104	9104	9104	9104	9104	9104

Financial year	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070
Output from Industrial Production	304	304	304	304	304	304	304	304	304	304
Employment Generation	8800	8800	8800	8800	8800	8800	8800	8800	8800	8800
Tax Incentive Availed by the Developer (Loss for Exchequer)	0	0	0	0	0	0	0	0	0	0
Tax Paid by the Developer (Gain for Exchequer)	0	0	0	0	0	0	0	0	0	0
<b>Total Economic Benefits</b>	9104	9104	9104	9104	9104	9104	9104	9104	9104	9104

<b>Total Economic Benefits (aggressive)</b>											
Financial year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Output from Industrial Production	0	0	0	0	0	0	0	44	77	116	

Financial year	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060
Employment Generation	0	0	0	0	0	146	146	1280	2164	3083
Tax Incentive Availed by the Developer (Loss for Exchequer)	0	0	0	0	0	0	0	0	0	0
Tax Paid by the Developer (Gain for Exchequer)	0	0	0	0	0	0	0	0	0	0
<b>Total Economic Benefits</b>	0	0	0	0	0	146	146	1323	2241	3199

Financial year	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Output from Industrial Production	155	205	257	304	304	304	304	304	304	304
Employment Generation	4215	5679	7243	8671	8671	8671	8671	8671	8671	8671
Tax Incentive Availed by the Developer (Loss for Exchequer)	0	0	0	0	0	0	0	0	0	0
Tax Paid by the Developer (Gain for Exchequer)	0	0	0	0	0	0	0	0	0	0
<b>Total Economic Benefits</b>	4370	5884	7500	8976	8976	8976	8976	8976	8976	8976

Financial year	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Output from Industrial Production	304	304	304	304	304	304	304	304	304	304
Employment Generation	8671	8671	8671	8671	8671	8671	8671	8671	8671	8671
Tax Incentive Availed by the Developer (Loss for Exchequer)	0	0	0	0	0	0	0	0	0	0
Tax Paid by the Developer (Gain for Exchequer)	0	0	0	0	0	0	0	0	0	0
<b>Total Economic Benefits</b>	8976	8976	8976	8976	8976	8976	8976	8976	8976	8976

Financial year	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060
Financial year	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060
<b>Output from Industrial Production</b>	304	304	304	304	304	304	304	304	304	304
<b>Employment Generation</b>	8671	8671	8671	8671	8671	8671	8671	8671	8671	8671
<b>Tax Incentive Availed by the Developer (Loss for Exchequer)</b>	0	0	0	0	0	0	0	0	0	0
<b>Tax Paid by the Developer (Gain for Exchequer)</b>	0	0	0	0	0	0	0	0	0	0
<b>Total Economic Benefits</b>	8976	8976	8976	8976	8976	8976	8976	8976	8976	8976

Financial year	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070
<b>Output from Industrial Production</b>	304	304	304	304	304	304	304	304	304	304
<b>Employment Generation</b>	8671	8671	8671	8671	8671	8671	8671	8671	8671	8671
<b>Tax Incentive Availed by the Developer (Loss for Exchequer)</b>	0	0	0	0	0	0	0	0	0	0
<b>Tax Paid by the Developer (Gain for Exchequer)</b>	0	0	0	0	0	0	0	0	0	0
<b>Total Economic Benefits</b>	8976	8976	8976	8976	8976	8976	8976	8976	8976	8976

All figures are in BDT million

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***15.35. Annexure 35 – Information Regarding Private EZs***

লাইসেন্সপ্রাপ্ত বেসরকারি অর্থনৈতিক অঞ্চল-এর হালনাগাদ তথ্য

ক্র: নং	অর্থনৈতিক অঞ্চলের নাম	জমির পরিমাণ (একর)	নীতমালার অনুচ্ছেদ ৫ (২) মোতাবেক পত্রিকায় প্রকাশের তারিখ গেজেটে প্রকাশের তারিখ	প্রাক-যোগ্যতাপত্র প্রদানের তারিখ	ফিজিবিলিটি স্ট্যাডি রিপোর্ট সংশ্লিষ্ট কমিটি কর্তৃক সুপারিশ প্রদানের তারিখ	মান্ডার প্ল্যান রিপোর্ট সংশ্লিষ্ট কমিটি কর্তৃক সুপারিশ প্রদানের তারিখ	পরিবেশগত ছাড়পত্র প্রদান (EIA অনুমোদন)-এর তারিখ	বেসরকারি অর্থনৈতিক অঞ্চল ঘোষণা সংক্রান্ত গেজেট প্রকাশের তারিখ	লাইসেন্স প্রদানের তারিখ	মেয়াদ উত্তীর্ণের তারিখ
১	২	৩	৪	৫	৬	৭	৮	৯	১০	১১
১	মেঘনা ইকোনমিক জোন জেলা: নারায়নগঞ্জ উপজেলা: সোনারগাঁও মৌজা: চররমজান সোনউল্লাহ	৬৭. ৯১৬৩	৩০/০৭/২০১৫ ০৩/০৮/২০১৫	১৮/১০/২০১৫	২৪/০৩/২০১৬	৩০/০৩/২০১৬	২৭/০৩/২০১৬	১৮/০৮/২০১৬	২৩/০৮/২০১৬	২২/০৮/২০৩১
২	আবদুল মোনেম অর্থনৈতিক অঞ্চল জেলা: মুন্সিগঞ্জ উপজেলা: গজারিয়া মৌজা: চর বাউশিয়া, চর জাজিরা	১৮৯.৯৪	২৯/০৪/২০১৬ ১২/০৫/২০১৫	১৬/০৫/২০১৫	১০/০৪/২০১৬	২৪/০৩/২০১৬	১১/০৮/২০১৬	২৯/১২/২০১৬	০৩/০১/১৭	০২/০১/২০৩২
৩	আমান ইকোনমিক জোন জেলা: নারায়নগঞ্জ উপজেলা: সোনারগাঁও মৌজা: সোনাময়ী, ছোটদেওভোগ ও হাড়িয়া	৮৩.১৩৯৪	৯/১২/২০১৫	১৫/০২/২০১৬	৩১/০৭/২০১৬	১৭/১০/২০১৬	২৮/৬/২০১৬	০৮/০৩/২০১৭	১৬/০৩/১৭	১৫/০৩/২০৩২
৪	'বে' ইকোনমিক জোন জেলা: গাজীপুর উপজেলা: কালিয়াকৈর মৌজা: কৌচাকুরি, বাঘিয়া, মিরপুর	৩৫.০০৭৭	১২/০১/২০১৬	১১/০২/২০১৬	০২/০৫/২০১৬	২৩/০৬/২০১৬	০৩/১১/২০১৬	০৯/০৪/২০১৭	২৪/০৪/১৭	২৩/০৪/২০৩২
৫	মেঘনা ইন্ডাস্ট্রিয়াল ইকোনমিক জোন, সোনারগাঁ নারায়নগঞ্জ মৌজা: ছোটশীলামান্দি, মল্লিকের পাড়া, রুগড়াখোলা, কামারগাঁও, শীলামান্দি, জগৎদী, সতরাজদী, মিঠাদী ও রতনদী	৭১.৯০২০	২৫/১১/২০১৬	১৯/০১/২০১৭	২০/৯/২০১৭	২০/৯/২০১৭	১/১১/২০১৬	১৩/০৯/২০১৭	২১/০৯/১৭	২০/৯/২০৩৩
৬	সিটি ইকোনমিক জোন রুপগঞ্জ, নারায়নগঞ্জ মৌজা: উত্তর রুপসী, গর্দ্ববপুর ও চর গর্দ্ববপুর	৭৭.৯৬৫৫	১১/০৮/২০১৬	২২/০৫/২০১৭	২৬/১২/২০১৭	২৬/১২/২০১৭	০৫/০৯/২০১৭	১৮/০১/২০১৮	২৩/০১/২০১৮	২২/০১/২০৩৩

৭	সিরাজগঞ্জ ইকোনমিক জোন জেলা: সিরাজগঞ্জ উপজেলা: বেলকুচী ও সিরাজগঞ্জ মৌজা: সয়দাবাদ, বড়শিমুল পঞ্চসোনা, খাসবড়শিমুল, বিরহাটি, চকবয়রা, বয়রা মাসুম, বড়বেড়া খারুয়া	১০৩৫.৯৩	-----	২০/০৬/২০১৭	০৬/০৩/২০১৮	০৬/০৩/২০১৮	২৬/১১/২০১৭	১৯/০৬/২০১৮	০৪/১০/২০১৮	৩/১০/২০১৩
৮	কর্ণফুলী ড্রাই ডক স্পেশাল ইকোনমিক জোন জেলা: চট্টগ্রাম উপজেলা: আনোয়ারা মৌজা: বাদলপুরা	১৬.০৮৬১	১৭/০৯/২০১৭	১৭/০৯/২০১৭	২৫/০৪/২০১৮	২৫/০৪/২০১৮	১৪/০২/২০১৮	২৪/০১/২০১৯	৭/০২/২০১৯	৬/০২/২০১৪
৯	কিশোরগঞ্জ ইকোনমিক জোন জেলা: কিশোরগঞ্জ উপজেলা: পাকুন্দিয়া মৌজা: মাইজহাটি	৯১.৬৩	২৮/০৫/২০১৭	০৩/০৭/২০১৭	১৯/০৭/২০১৮	১৯/০৭/২০১৮	২৭/০৩/২০১৮	১৪/০১/২০১৯	১৮/০২/২০১৯	১৭/০২/২০১৪
১০	ইন্স্ট ওয়েন্ট স্পেশাল ইকোনমিক জোন জেলা : ঢাকা উপজেলা: কেরানীগঞ্জ মৌজা: হাজারীবাগ, আইত্তা	১০২.৬৯৯২	২২/০৬/২০১৬	২৮/০৭/২০১৬ সংশোধিত ১০/০৪/২০১৮	৯/১০/২০১৮	৯/১০/২০১৮	৯/০৮/২০১৮	১৩/০২/২০১৯	২৫/০২/২০১৯	২৪/০২/২০১৪
১১	হোসেন্দী ইকোনমিক জোন জেলা: মুন্সিগঞ্জ উপজেলা: গজারিয়া মৌজা: চর বেতাকী, ভবানীপুর, রঘুর চর, হোসেন্দী	১০৮.০৫৭০	০৫/১২/২০১৮	০৭/০১/২০১৯	১৭/০৬/২০১৯	১৭/০৬/২০১৯	০৭/০৪/২০১৯	১৯.১২.২০১৯	০১.০১.২০২০	৩১.১২.২০১৫



প্রাক-যোগ্যতাপত্রপ্রাপ্ত বেসরকারি অর্থনৈতিক অঞ্চল-এর হালনাগাদ তথ্য

ক্র: নং	অর্থনৈতিক অঞ্চলের নাম	জমির পরিমাণ (একর)	নীতমানার অনুচ্ছেদ ৫ (২) মোতাবেক পত্রিকায় প্রকাশের তারিখ গেজেটে প্রকাশের তারিখ	প্রাক-যোগ্যতাপত্র প্রদানের তারিখ	ফিজিবিলাটি স্ট্যাডি রিপোর্ট অনুমোদনের তারিখ	মাস্টার প্ল্যান অনুমোদনের তারিখ	পরিবেশগত ছাড়পত্র প্রদান (EIA অনুমোদন)-এর তারিখ	মেয়াদ উত্তীর্ণের তারিখ
				বর্ধিত সময়				
১	২	৩	৪	৫	৬	৭	৮	৯
১	এ কে খান বেসরকারি অর্থনৈতিক অঞ্চল জেলা: নরসিংদী উপজেলা: পলাশ মৌজা: কাঁজের ও কাজিরচর	২০০	২৬/১২/২০১৪- ১১/০১/২০১৫	১০/০২/২০১৫ ০৯/০৫/২০১৬ ০৮/১১/২০১৬	২১/০৬/২০১৬	২১/০৬/২০১৬ জমা প্রদান করা হয়েছে শংশোধনের কাজ চলছে	২০/০৪/২০১৭	০৮/১১/২০১৭
২	আরিশা বেসরকারি অর্থনৈতিক অঞ্চল জেলা: ঢাকা উপজেলা: কেরানীগঞ্জ, সাভার মৌজা: ঘাটারচর, ওয়াশপুর, শ্যামলাপুর	৫০.৮১২১	০৫/০২/২০১৬	১৪/০৩/২০১৬ ১৪/০৩/২০১৭ ১৪/০৩/২০১৮	সংশোধিত ফিজিবিলাটি রিপোর্ট জমা দেওয়া হয়েছে		২২/০২/২০১৭	১৩/০৩/২০১৯
৩	ইউনাইটেড সিটি IT Park লি: জেলা: ঢাকা উপজেলা: বাড্ডা ও ভাটারা মৌজা: সাতারকুল	২.৪৪৩২	২৬/১২/২০১৪	১৮/০৭/২০১৬	ফিজিবিলাটি রিপোর্ট জমা দেওয়া হয়েছে		EIA রিপোর্ট জমা দেওয়া হয়েছে	১৭/০৭/২০১৮
৪	বসুন্ধরা স্পেশাল ইকোনমিক জোন জেলা : ঢাকা উপজেলা: কেরানীগঞ্জ মৌজা: কাটুরাইল	৫৬.০৮২০	২২/০৬/২০১৬ ২৩/০৬/২০১৬	২৮/০৭/২০১৬				২৭/০৭/২০১৮
৫	সোনারগাঁও ইকোনমিক জোন জেলা: নারায়নগঞ্জ উপজেলা: সোনারগাঁও মৌজা: চরভবনাথপুর ও ভাটিবন্দ	৫৫.০০৭৮	২২/০৭/২০১৬ ২৩/০৭/২০১৬	২৪/০৮/২০১৬				২৩/০৮/২০১৮
৬	আকিজ ইকোনমিক জোন জেলা: ময়মনসিংহ উপজেলা: ত্রিশাল	১০০.০০	২৮/০৭/২০১৬	২১/০৯/২০১৬	০৫/১২/২০১৮	০৫/১২/২০১৮	০২/০৪/২০১৭	২০/০৯/২০১৮

	মৌজা: খাগাতীপাড়া						
৭	কুমিল্লা ইকোনমিক জোন জেলা: কুমিল্লা উপজেলা: মেঘনা মৌজা: সোনাচর	১০২.৫৮৩০	১৪/১০/২০১৬	০৮/১২/২০১৬			০৮/১২/২০১৮
৮	হামিদ ইকোনমিক জেলা: ময়মনসিংহ উপজেলা: ত্রিশাল মৌজা: নারায়নপুর ও খাগাতীপাড়া	৫৫.৭০৭		২৬/১২/২০১৮			২৫/১২/২০১৯
৯	স্ট্যান্ডার্ড গ্লোবাল ইকোনমিক জোন লি: জেলা: মুন্সিগঞ্জ উপজেলা: গজারিয়া মৌজা: বড় বালুয়াকান্দি	১০৮.৩২৯৪		২৭/০১/২০১৯			২৬/০২/২০২০

মোট জমির পরিমাণ: লাইসেন্স প্রাপ্ত-১৮৮২.২৭৩২ একর এবং প্রাক-যোগ্যতাপত্র প্রাপ্ত-৭৩০.৯৬৪৫ একর মোট (১৮৮২.২৭৩২ + ৭৩০.৯৬৪৫ )=২৬১৩.২৩৭৭ একর

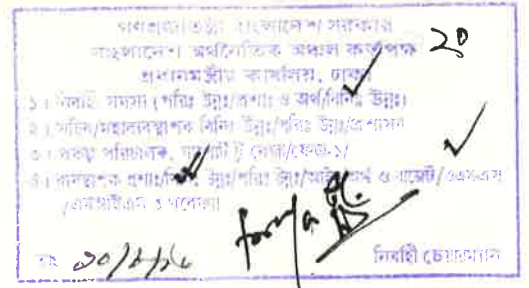
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## ***15.36. Annexure 36 – Affected Plot Details***

ডায়েরী নং : ২০৩৯

তারিখ : ০১/৮/১৬

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার  
জেলা প্রশাসকের কার্যালয়, নারায়ণগঞ্জ।  
( রাজস্ব শাখা )  
www.narayanganj.gov.bd



স্মারক নং- ০৫.৪১.৬৭০০.৩০১.৩০.০০২.১৫-

তারিখ :- ১০/৮/২০১৬ খ্রিস্টাব্দ

বিষয় : “ আড়াইহাজার-২ অর্থনৈতিক অঞ্চল ” নারায়ণগঞ্জ ছাপনের জন্য বাংলাদেশ অর্থনৈতিক অঞ্চল কর্তৃপক্ষ (বেজা) এর অনুকূলে দীর্ঘমেয়াদি বন্দোবস্ত প্রদানের ০২/২০১৬ নং কেইস নথি প্রেরণ প্রসংগে ।

সূত্র : ১। প্রধানমন্ত্রীর কার্যালয়ের পত্র নং- ০৩.৭৫৯.১৪.৪৫.০০.০৫০.২০১৬-৮২৫ তারিখ- ১১/০৫/২০১৬ খ্রি.

২। আড়াইহাজার উপজেলা নির্বাহী অফিসারের কার্যালয় স্মারক নং- ০৫.৪১.৬৭০২.০০০.১৬.০১০.১৫-৪১৮ (সং) তাং- ০২/০৮/২০১৬ খ্রি.

উপর্যুক্ত বিষয় ও সূত্রের প্রেক্ষিতে নারায়ণগঞ্জ জেলার আড়াইহাজার উপজেলাধীন নিজ কালাপাহাড়িয়া মৌজার ০১ নং খাস খতিয়ানের

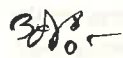
$\frac{১}{৮৬৪৩}$ ,  $\frac{২}{৮৬৪৩}$ ,  $\frac{৩}{৮৬৪৩}$ ,  $\frac{৪}{৮৬৪৩}$ ,  $\frac{৫}{৮৬৪৩}$ ,  $\frac{৬}{৮৬৪৩}$  নং চর্চা দাগে যথাক্রমে ৫১.০০, ৫১.০০, ৫১.০০, ৫১.০০, ২৫.০০,

২৫.৩৭ একর ভূমি মোট ২৫৪.৩৭ একর নাশ শ্রেণীর ভূমি “বাংলাদেশ অর্থনৈতিক অঞ্চল কর্তৃপক্ষ” এর অনুকূলে স্থায়ী বন্দোবস্ত প্রদানের নিমিত্তে আড়াইহাজার উপজেলা ভূমি অফিসের ০২/২০১৬ নং কেস নথি সৃজনপূর্বক উপজেলা নির্বাহী অফিসার, আড়াইহাজার এর মাধ্যমে এ কার্যালয়ে প্রেরণ করা হয়েছে। সৃজিত কেস নথি পর্যালোচনা করা যায়, সংশ্লিষ্ট সাব-রেজিস্ট্রারের নিকট থেকে প্রাপ্ত সমশ্রেণীর ভূমির মূল্য তালিকার ভিত্তিতে স্থায়ী বন্দোবস্ত নীতিমালা অনুসারে ধার্যকৃত মূল্যের দেড়গুন হিসেবে প্রস্তাবিত ভূমির সেলামী ধার্য করা হয়েছে ৯২.৩৯, ৫৬.০৩৬.৪৭ (বিরানবই কোটি উনচল্লিশ লক্ষ ছাপান্ন হাজার ছয়ত্রিশ টাকা সাতচল্লিশ পয়সা) টাকা। উল্লেখ্য, বাংলাদেশ অর্থনৈতিক অঞ্চল কর্তৃপক্ষ এর অনুকূলে বর্ণিত ভূমি বন্দোবস্ত প্রদানের জন্য মাননীয় প্রধানমন্ত্রীর কার্যালয়ের সূত্রস্থ ১নং স্মারকে প্রশাসনিক অনুমোদন প্রদান করা হয়েছে।

এমতাবস্থায়, উক্ত ভূমি অকৃষি খাসজমি ব্যবস্থাপনা ও বন্দোবস্ত নীতিমালা ১৯৯৫ এর আওতায় ধার্যকৃত ৯২.৩৯, ৫৬.০৩৬.৪৭ (বিরানবই কোটি উনচল্লিশ লক্ষ ছাপান্ন হাজার ছয়ত্রিশ টাকা সাতচল্লিশ পয়সা) টাকা সেলামী মূল্যে অথবা মাননীয় প্রধানমন্ত্রীর কার্যালয়ের গত ১১/০৫/২০১৬ খ্রি. তারিখের ০৩.৭৫৯.১৪.৪৫.০০.০৫০.২০১৬-৮২৫ নং স্মারকের নির্দেশনা মোতাবেক বিনা সেলামীতে/প্রতীকী মূল্যে “বাংলাদেশ অর্থনৈতিক অঞ্চল কর্তৃপক্ষ” এর অনুকূলে স্থায়ী বন্দোবস্ত প্রদানের নিমিত্ত সৃজিত কেস নথি ও আনুষ্ঠানিক কাগজপত্র মহোদয়ের সদয় অবগতি ও পরবর্তী প্রয়োজনীয় ব্যবস্থা গ্রহণের জন্য এতদসঙ্গে প্রেরণ করা হলো।

সংযুক্ত :..... ফর্দ ।

সচিব  
ভূমি মন্ত্রণালয়,  
বাংলাদেশ সচিবালয়, ঢাকা।

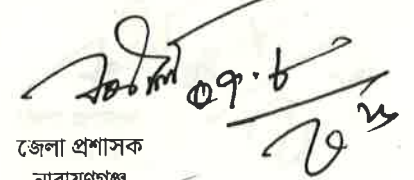
  
(মোঃ আনিছুর রহমান মিয়া)  
জেলা প্রশাসক  
নারায়ণগঞ্জ  
ফোন : ৭৬৪৬৬৪৪  
E-mail: narayanganj@mopa.gov.bd

স্মারক নং- ০৫.৪১.৬৭০০.৩০১.৩০.০০২.১৫- ৫৭২(সং)/১(৪)

তারিখ :- ১০/৮/২০১৬ খ্রিস্টাব্দ

অনুলিপি সদয় জ্ঞাতার্থে :

- ০১। নির্বাহী চেয়ারম্যান, বাংলাদেশ অর্থনৈতিক অঞ্চল কর্তৃপক্ষ, প্রধানমন্ত্রীর কার্যালয়, বিডিবিএল ভবন, ১২ কারওয়ান বাজার, ঢাকা।
- ০২। বিভাগীয় কমিশনার, ঢাকা বিভাগ, ঢাকা।
- ০৩। উপজেলা নির্বাহী অফিসার, আড়াইহাজার, নারায়ণগঞ্জ।
- ০৪। সহকারী কমিশনার (ভূমি), আড়াইহাজার, নারায়ণগঞ্জ।

  
জেলা প্রশাসক  
নারায়ণগঞ্জ

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার  
জেলা প্রশাসকের কার্যালয়, নারায়ণগঞ্জ।  
( রাজস্ব শাখা )  
[www.narayanganj.gov.bd](http://www.narayanganj.gov.bd)

স্মারক নং- ০৫.৪১.৬৭০০.৩০১.৩০.০০২.১৫-

তারিখ :- /০৮/২০১৬ খ্রিস্টাব্দ

বিষয় : “ আড়াইহাজার-২ অর্থনৈতিক অঞ্চল ” নারায়ণগঞ্জ স্থাপনের জন্য বাংলাদেশ অর্থনৈতিক অঞ্চল কর্তৃপক্ষ (বেজা) এর অনুকূলে দীর্ঘমেয়াদি বন্দোবস্ত প্রদানের ০১/২০১৬ নং কেইস নথি প্রেরণ প্রসংগে ।

সূত্র : ১। প্রধানমন্ত্রীর কার্যালয়ের পত্র নং- ০৩.৭৫৯.১৪.৪৫.০০.০৫০.২০১৬-৮২৫ তারিখ- ১১/০৫/২০১৬ খ্রি.

২। আড়াইহাজার উপজেলা নির্বাহী অফিসারের কার্যালয় স্মারক নং- ০৫.৪১.৬৭০২.০০০.১৬.০১০.১৫-৩৯২ (সং) তাং- ২১/০৭/২০১৬ খ্রি.

উপর্যুক্ত বিষয় ও সূত্রের প্রেক্ষিতে নারায়ণগঞ্জ জেলার আড়াইহাজার উপজেলাধীন নিজ কালাপাহাড়িয়া মৌজার আর.এস ০১ নং খাস খতিয়ানের ৮৪৫৫, ৮৪৫৬ ও ৮৪৮৯ নং দাগে যথাক্রমে ০.২১০০, ০.২০০০ ও ০.৩৮০০ মোট ০.৭৯ একর ভূমি “বাংলাদেশ অর্থনৈতিক অঞ্চল কর্তৃপক্ষ” এর অনুকূলে স্থায়ী বন্দোবস্ত প্রদানের নিমিত্তে আড়াইহাজার উপজেলা ভূমি অফিসের ০১/২০১৬ নং কেস নথি সৃজনপূর্বক উপজেলা নির্বাহী অফিসার, আড়াইহাজার এর মাধ্যমে এ কার্যালয়ে প্রেরণ করা হয়েছে। সৃজিত কেস নথি পর্যালোচনায় দেখা যায়, সংশ্লিষ্ট সাব-রেজিস্ট্রারের নিকট থেকে প্রাপ্ত সমশ্রেণীর ভূমির মূল্য তালিকার ভিত্তিতে স্থায়ী বন্দোবস্ত নীতিমালা অনুসারে ধার্যকৃত মূল্যের দেড়গুন হিসেবে প্রস্তাবিত ভূমির সেলামী ধার্য করা হয়েছে ২৮,৬৯,৪৭৭.৫০ (আটাশ লক্ষ উনসত্তর হাজার চারশত সাতাত্তর টাকা পঞ্চাশ পয়সা) টাকা। উল্লেখ্য, বাংলাদেশ অর্থনৈতিক অঞ্চল কর্তৃপক্ষ এর অনুকূলে বর্ণিত ভূমি বন্দোবস্ত প্রদানের জন্য মাননীয় প্রধানমন্ত্রীর কার্যালয়ের সূত্র ১নং স্মারকে প্রশাসনিক অনুমোদন প্রদান করা হয়েছে।

এমতাবস্থায়, উক্ত ভূমি অকৃষি খাসজমি ব্যবস্থাপনা ও বন্দোবস্ত নীতিমালা ১৯৯৫ এর আওতায় ধার্যকৃত ২৮,৬৯,৪৭৭.৫০ (আটাশ লক্ষ উনসত্তর হাজার চারশত সাতাত্তর টাকা পঞ্চাশ পয়সা) টাকা সেলামী মূল্যে অথবা মাননীয় প্রধানমন্ত্রীর কার্যালয়ের গত ১১/০৫/২০১৬ খ্রি. তারিখের ০৩.৭৫৯.১৪.৪৫.০০.০৫০.২০১৬-৮২৫ নং স্মারকের নির্দেশনা মোতাবেক বিনা সেলামীতে/প্রতীকী মূল্যে “বাংলাদেশ অর্থনৈতিক অঞ্চল কর্তৃপক্ষ” এর অনুকূলে স্থায়ী বন্দোবস্ত প্রদানের নিমিত্ত সৃজিত কেস নথি ও আনুষ্ঠানিক কাগজপত্র মহোদয়ের সদয় অবগতি ও পরবর্তী প্রয়োজনীয় ব্যবস্থা গ্রহণের জন্য এতদসঙ্গে প্রেরণ করা হলো।

সংযুক্ত : ..... ফর্দ ।

সচিব  
ভূমি মন্ত্রণালয়,  
বাংলাদেশ সচিবালয়, ঢাকা।

৩৪৪ -  
(মোঃ আনিছুর রহমান মিঞা)  
জেলা প্রশাসক  
নারায়ণগঞ্জ  
ফোন : ৭৬৪৬৬৪৪  
E-mail: narayanganj@mopa.gov.bd

স্মারক নং- ০৫.৪১.৬৭০০.৩০১.৩০.০০২.১৫- ৫৭২ (সং)/১ (৪)

তারিখ :- ৭ /০৮/২০১৬ খ্রিস্টাব্দ

অনুলিপি সদয় জ্ঞাতার্থে :

- ০১। নির্বাহী চেয়ারম্যান, বাংলাদেশ অর্থনৈতিক অঞ্চল কর্তৃপক্ষ, প্রধানমন্ত্রীর কার্যালয়, বিডিবিএল ভবন, ১২ কারওয়ান বাজার, ঢাকা।
- ০২। বিভাগীয় কমিশনার, ঢাকা বিভাগ, ঢাকা।
- ০৩। উপজেলা নির্বাহী অফিসার, আড়াইহাজার, নারায়ণগঞ্জ।
- ০৪। সহকারী কমিশনার (ভূমি), আড়াইহাজার, নারায়ণগঞ্জ।

জেলা প্রশাসক  
নারায়ণগঞ্জ



২২২৪

০৭/০৭/২৬

✓ ২৬

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার  
প্রধানমন্ত্রীর কার্যালয়

০৭/০৭/২৬

পুরাতন সংসদ ভবন  
ঢাকা

পত্র সংখ্যা ০৩.০৬৮.০১৮.০৯.০০.০১৩.২০১৬ - ২৬৫

M(IP)  
০৭/০৭/২৬

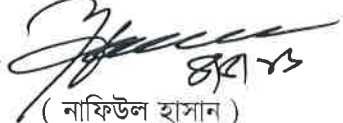
তারিখ ২১ বৈশাখ, ১৪২৩ বঃ  
০৪ মে, ২০১৬ খ্রিঃ

বিষয়ঃ আড়াইহাজার-২ অর্থনৈতিক অঞ্চল, নারায়নগঞ্জ এর অন্তর্ভুক্ত চর ভরাট ও সরকারি খাস জমি বিনা সেলামীতে/প্রতীকী মূল্যে বাংলাদেশ অর্থনৈতিক অঞ্চল কর্তৃপক্ষ (বেজা)- এর অনুকূলে দীর্ঘমেয়াদি বন্দোবস্ত প্রদান।

সূত্রঃ বেজা'র ২৩/০৩/২০১৬ তারিখের ০৩.৭৫৯.০১৪.২৫.০০.০২৯.২০১৫-৪৯২ নং স্মারক।

উপর্যুক্ত বিষয় ও সূত্রের প্রেক্ষিতে আড়াইহাজার-২ অর্থনৈতিক অঞ্চল, নারায়নগঞ্জ প্রতিষ্ঠার বিষয়ে বাংলাদেশ অর্থনৈতিক অঞ্চল কর্তৃপক্ষ (বেজা) গভর্নিং বোর্ডের পরবর্তী সভায় ভূতাপেক্ষ অনুমোদন গ্রহণের শর্তে নিম্নবর্ণিত মোট ২৫৫.১৬ একর সরকারি খাস জমি বেজা'র অনুকূলে বন্দোবস্ত গ্রহণের এবং ব্যক্তিমালিকানা ১৫৭.৮৬ একর জমি অধিগ্রহণের প্রশাসনিক অনুমোদন নির্দেশক্রমে প্রদান করা হলোঃ

জেলা	উপজেলা	মৌজা	জেএল নং	জমির পরিমাণ (একরে)		মোট জমির পরিমাণ (একরে)
				সরকারি খাস	ব্যক্তি মালিকানা	
নারায়নগঞ্জ	আড়াইহাজার	নিজকালাপাহাড়িয়া	১৭৯	চরভরাট পয়স্টি ২৫৪.৩৫ সরকারি খাস- ০.৭৯ মোট- ২৫৫.১৬	১৫৭.৮৬	৪১৩.০০

  
( নাফিউল হাসান )

পরিচালক

ফোনঃ ৯১৩৭৮৫০

E-mail: dir1@pmo.gov.bd

বিতরণঃ

- ১। নির্বাহী চেয়ারম্যান, বেজা, বিডিবিএল ভবন, কাওরান বাজার, ঢাকা।
- ২। জেলা প্রশাসক, জেলা প্রশাসকের কার্যালয়, নারায়নগঞ্জ।

অনুলিপিঃ

সচিব

ভূমি মন্ত্রণালয়

বাংলাদেশ সচিবালয়, ঢাকা।

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার  
জেলা প্রশাসকের কার্যালয়, নারায়ণগঞ্জ  
ভূমি অধিগ্রহণ শাখা  
www.narayanganj.gov.bd

পত্র নম্বর: ০৫.৪১.৬৭০০.৩০২.১৪.০১২.১৬. - ২২০ (শা)

তারিখ: ১২/০৮/২০১৬

বিষয়: আড়াইহাজার-২, অর্থনৈতিক অঞ্চল, নারায়ণগঞ্জ এর অন্তর্ভুক্ত মালিকানাধীন জমি অধিগ্রহণের প্রস্তাব প্রেরণের লক্ষ্যে তথ্য প্রদান প্রসংগে।

সূত্র: ব্যবস্থাপক (বিনিয়োগ উন্নয়ন), বাংলাদেশ অর্থনৈতিক অঞ্চল এর স্মারক নং-০৩.৭৫৯.১৪.৪৫.০০.০৫০.২০১৬-৮২৪  
তারিখ:-১১/০৫/২০১৬ খ্রি:।

উপর্যুক্ত বিষয় ও সূত্রোক্ত পত্রের প্রেক্ষিতে জানানো যাচ্ছে যে, স্থাবর সম্পত্তি (অধিগ্রহণ ও হুকুম দখল) অধ্যাদেশ ১৯৮২ এর ৮ ও ৯ ধারা অনুযায়ী অধিগ্রহণকৃত সম্পত্তির ক্ষতিপূরণ নির্ধারণ করা হয়। উপর্যুক্ত অধ্যাদেশের ৮(এ) ধারায় ঐ অধ্যাদেশের অধীনে ৩ ধারার নোটিশ প্রকাশনার তারিখে বাজার মূল্য অনুযায়ী অধিগ্রহণকৃত সম্পত্তির ক্ষতিপূরণ নির্ধারণের নির্দেশনা রয়েছে। এছাড়া স্থাবর সম্পত্তি অধিগ্রহণ ম্যানুয়েল ১৯৯৭ এর ৪৫ ধারায় ক্ষতিপূরণ হিসাবের (Calculation) বিস্তারিত পদ্ধতি বর্ণনা করা হয়েছে। এসব নির্দেশনা অনুযায়ী ৩ ধারার নোটিশ প্রকাশ ও যৌথ তদন্ত ব্যতীত ক্ষতিপূরণের প্রকৃত প্রাক্কলন প্রস্তুত করা সম্ভব নয়। তবে অধিগ্রহণ প্রস্তাব (DPP) প্রস্তুতির স্বার্থে অনুরোধমতে ২০১৫ সালের জন্য প্রযোজ্য মৌজাওয়ারী শ্রেণিভিত্তিক সর্বনিম্ন বাজার দর অনুসারে বর্ণিত জমি অধিগ্রহণ বাবদ প্রয়োজনীয় অর্থের একটি সম্ভাব্য হিসাব (Estimated Cost for Land Acquisition) প্রণয়ন করা হলো। উল্লেখ্য, জমির শ্রেণি এবং জমিতে অবস্থিত অবকাঠামো/ গাছপালা ক্ষতিপূরণের অর্থ নির্ধারণে গুরুত্বপূর্ণ ভূমিকা পালন করে। পত্রে ও রেকর্ডে নাল শ্রেণি জমি থাকলেও বাস্তবে বাড়ি/ ভিটি শ্রেণির জমি যদি থাকে তবে অধিগ্রহণের ক্ষতিপূরণের মূল্য বর্ধিত হবে। অবকাঠামো গাছপালা পর্যালোচনা ছাড়াই নাল শ্রেণির জমির মূল্যহার ধরে ক্ষতিপূরণের সম্ভাব্য খরচ প্রণয়ন করা হলো।

ক্রমিক	মৌজা	জমির পরিমাণ (একর)	একর প্রতি মূল্য (টাকায়)	জমির মূল্য (টাকায়)	মন্তব্য
১	কালাপাহাড়িয়া	১৫৭.৮৬	৩১,৫০০/-	৪৯,৭২,৫৯,০০০/-	জমির নাল শ্রেণি জমির মূল্য নির্ধারিত
	স্থাবর সম্পত্তি (অধিগ্রহণ ও হুকুম দখল) অধ্যাদেশ ১৯৮২ এর ৮(২) ধারা অনুযায়ী বাজার মূল্যের ৫০% অতিরিক্ত ক্ষতিপূরণ			২৪,৮৬,২৯,৫০০/-	কম-বেশী
	-মোট			৭৪,৫৮,৮৮,৫০০/-	কম-বেশী
	আনুসঙ্গিক খরচ (১৫%)			১১,১৮,৮৩,২৭৫/-	কম-বেশী
	সর্বমোট			৮৫,৭৭,৭১,৭৭৫/-	কম-বেশী
কথায় : পঁচালিশি কোটি সাতাত্তর লক্ষ একাত্তর হাজার সাত শত পঁচাত্তর টাকা মাত্র					

উল্লেখ্য প্রস্তাবিত ভূমিস্থিত অবকাঠামো গাছপালা উক্ত মূল্যের সহিত যোগ হবে। The Acquisition and Requisition of Immovable Property Ordinance ১৯৮২ এর ৮(এ) ধারা অনুযায়ী এ অধ্যাদেশের ৩ ধারায় নোটিশ জারির দিনে বাজার মূল্য (Market Value) অনুযায়ী প্রকৃত ক্ষতিপূরণ (প্রাক্কলন) প্রস্তুত করা হবে। অর্থাৎ প্রকৃত ক্ষতিপূরণ প্রাথমিকভাবে হিসাবকৃত (Estimated) ক্ষতিপূরণের অর্থের চেয়ে কম-বেশী হতে পারে।

তার অবগতি ও প্রয়োজনীয় ব্যবস্থা গ্রহণের জন্য এ প্রতিবেদন প্রেরণ করা হলো।

- সংযুক্তি : ১। প্রস্তাবিত জমির দাগ সূচী-০৫ সেট।  
২। নক্সা-০৫ ফর্দ।  
৩। ভূমি অধিগ্রহণের নির্ধারিত ছকে বর্ণনা-০৫ ফর্দ।  
৪। সহকারী কমিশনার (ভূমি), আড়াইহাজার, নারায়ণগঞ্জ এর প্রতিবেদন-০৫।

মো: আনিছুর রহমান মিঞা, পি এ এ  
জেলা প্রশাসক  
নারায়ণগঞ্জ  
ফোন- ৭৬৪৬৬৪৪

e-mail.dcnarayanganj@mopa.gov.bd

ব্যবস্থাপক (বিনিয়োগ উন্নয়ন)  
বাংলাদেশ অর্থনৈতিক অঞ্চল কর্তৃপক্ষ  
প্রধানমন্ত্রীর কার্যালয়, বিডিবিএল ভবন  
লেভেল-১৫, ১২ কারওয়ান বাজার, ঢাকা।





৪/১২-০২০৫  
তারিখ - ২৪/১২/১৬

৪২  
২৪/১২/১৬

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার  
জেলা প্রশাসকের কার্যালয়, নারায়ণগঞ্জ  
(রাজস্ব শাখা)  
[www.dcnarayanganj.gov.bd](http://www.dcnarayanganj.gov.bd)

স্মারক নং- ০৫.৪১.৬৭০০.৩০১.৩০.০০২.১৫-২৪৬৮

তারিখ : ২৬/১২/২০১৬ খ্রিস্টাব্দ

বিষয় : নারায়ণগঞ্জ জেলার "আড়াইহাজার-২ অর্থনৈতিক অঞ্চল" স্থাপনের জন্য আড়াইহাজার উপজেলাধীন কালাপাহাড়িয়া মৌজার ০১ নং খাস খতিয়ানের ১/৮৬৪৩, ২/৮৬৪৩, ৩/৮৬৪৩, ৪/৮৬৪৩, ৫/৮৬৪৩ ও ৬/৮৬৪৩ নং চর্চা দাগের যথাক্রমে ৫১.০০, ৫১.০০, ৫১.০০, ২৫.০০ ও ২৫.০৭ একরসহ সর্বমোট ২৫৪.৩৭ (দুইশত চুয়ান্ন দশমিক তিন সাত) একর খাস জমির ধার্যকৃত সালামির মূল্য পরিশোধ করণ।

সূত্র : ভূমি মন্ত্রণালয়ের স্মারক নং- ৩১.০০.০০০০.৪২.৪১.০৯৫.১৬-৩৩৯ তারিখ : ২৩/১১/২০১৬ খ্রি.

উপর্যুক্ত বিষয় ও সূত্রের প্রেক্ষিতে সদয় অবগতির জন্য জানানো যাচ্ছে যে, নারায়ণগঞ্জ জেলার "আড়াইহাজার-২ অর্থনৈতিক অঞ্চল" স্থাপনের জন্য আড়াইহাজার উপজেলাধীন কালাপাহাড়িয়া মৌজার ০১ নং খাস খতিয়ানের ১/৮৬৪৩, ২/৮৬৪৩, ৩/৮৬৪৩, ৪/৮৬৪৩, ৫/৮৬৪৩ ও ৬/৮৬৪৩ নং চর্চা দাগের যথাক্রমে ৫১.০০, ৫১.০০, ৫১.০০, ৫১.০০, ২৫.০০ ও ২৫.০৭ একরসহ সর্বমোট ২৫৪.৩৭ (দুইশত চুয়ান্ন দশমিক তিন সাত) একর খাস জমির ধার্যকৃত ৯২,৩৯,৫৬,৩৩৬/৪৭ (বিরানবই কোটি উনচল্লিশ লক্ষ ছয়শত হাজার ছত্রিশ টাকা সাতচল্লিশ পয়সা) টাকা সালামির পরিবর্তে ব্যতিক্রম হিসেবে মীতিমালা ১০.০ অনুচ্ছেদমতে ১০০১/- (এক হাজার এক) টাকা প্রতীকীমূল্যে বাংলাদেশ অর্থনৈতিক অঞ্চল কর্তৃপক্ষ বেজার অনুকূলে সূত্র পত্রে অনুমোদন প্রদান করা হয়েছে (কপি সংযুক্ত)।

এমতাবস্থায়, ধার্যকৃত প্রতীকীমূল্য ১-৪৬৩১-০০০০-৩৬০১ নং কোডে জমা প্রদানের বিষয়ে প্রয়োজনীয় ব্যবস্থা গ্রহণের জন্য অনুরোধ করা হল।

সংযুক্তি : ০১ (এক) পাতা।

নির্বাহী চেয়ারম্যান  
বাংলাদেশ অর্থনৈতিক অঞ্চল কর্তৃপক্ষ  
প্রধানমন্ত্রীর কার্যালয়, বিডিবিএল ভবন  
১২, কারওয়ান বাজার, ঢাকা।

(স্বাক্ষরিত)  
জেলা প্রশাসক  
নারায়ণগঞ্জ।

ফোন : ৭৬৪৬৬৪৪ (অঃ)

E-mail: dcnarayanganj@nopa.gov.bd

স্মারক নং- ০৫.৪১.৬৭০০.৩০১.৩০.০০২.১৫

তারিখ : ১২/১২/২০১৬ খ্রিস্টাব্দ

অনুলিপি : সদয় অবগতির জন্য।

- ০১। সচিব, ভূমি মন্ত্রণালয়, বাংলাদেশ সচিবালয়, ঢাকা।
- ০২। বিভাগীয় কমিশনার, ঢাকা বিভাগ, ঢাকা।

অনুলিপি : অবগতি ও প্রয়োজনীয় ব্যবস্থা গ্রহণের জন্য প্রেরণ করা হলো।

- ০১। উপজেলা নির্বাহী অফিসার, আড়াইহাজার, নারায়ণগঞ্জ।
- ০২। সহকারী কমিশনার (ভূমি), আড়াইহাজার, নারায়ণগঞ্জ। ধার্যকৃত প্রতীকীমূল্য সরকারি খাতে জমা করে সিটিজার প্রদানের জন্য অনুরোধ করা হলো।
- ০৩। ইউনিয়ন ভূমি সহকারী কর্মকর্তা, কালাপাহাড়িয়া ইউনিয়ন ভূমি অফিস, আড়াইহাজার, নারায়ণগঞ্জ।

U  
জেলা প্রশাসক  
নারায়ণগঞ্জ।

১৭০২৪৫  
১৭/১১/১৬

জেলা প্রশাসকের কার্যালয়, নারায়ণগঞ্জ	
উপ-পরিচালক, স্থানীয় সরকার	
অতিরিক্ত জেলা প্রশাসক (স্বাস্থ্য ও পরিবেশ)	
অতিরিক্ত জেলা প্রশাসক (স্বাস্থ্য)	
অতিরিক্ত জেলা প্রশাসক (স্বাস্থ্য)	
অতিরিক্ত জেলা প্রশাসক (স্বাস্থ্য)	
অতিরিক্ত জেলা প্রশাসক (স্বাস্থ্য)	

৬২০  
১৭/১১/১৬

রেজিস্ট্রি ডাকনাম্বার	
ডায়েরি নং	
তারিখঃ	১৭/১১/১৬
স্মারক নং-৩১.০০.০০০০.৪২.৪১.০৯	১৭/১১/১৬

১৭ NOV 2016

১/০৮/১৪২৩ বঃ  
২৬/১১/২০১৬ খ্রিঃ

প্রাপক : জেলা প্রশাসক  
নারায়ণগঞ্জ।

বিষয় : নারায়ণগঞ্জ জেলার 'আড়াইহাজার-২ অর্থনৈতিক অঞ্চল' স্থাপনের জন্য খাসজমি বন্দোবস্ত প্রদান।

সূত্র : তাঁর কার্যালয়ের স্মারক নং-০৫.৪১.৬৭০০.৩০১.৩০.০০২.১৫-৮৭২, তারিখঃ ০৭/০৮/২০১৬ খ্রিঃ।

উপর্যুক্ত বিষয় ও সূত্রসূচী স্মারকের প্রেক্ষিতে আদেশক্রমে জানানো যাচ্ছে যে, তাঁর প্রস্তাব ও সুপারিশের প্রেক্ষিতে নারায়ণগঞ্জ জেলার আড়াইহাজার উপজেলাধীন কালাপাহাড়িয়া মৌজার ১নং খাস খতিয়ানের ১/৮৬৪৩, ২/৮৬৪৩, ৩/৮৬৪৩, ৪/৮৬৪৩, ৫/৮৬৪৩ ও ৬/৮৬৪৩ নং চর্চা দাগের যথাক্রমে ৫১.০০, ৫১.০০, ৫১.০০, ৫১.০০, ২৫.০০ ও ২৫.৩৭ একরসহ সর্বমোট ২৫৪.৩৭ (দুইশত চুয়াল্লিশ দশমিক তিন সাত) একর নাশ শ্রেণির জমি অকৃষি খাসজমি ব্যবস্থাপনা ও বন্দোবস্ত নীতিমালা/১৯৯৫ অনুযায়ী ধার্যকৃত ৯২,৩৯,৫৬,০৩৬/৪৭ (বিরানবই কোটি উনচল্লিশ লক্ষ ছাপ্পান্ন হাজার ছত্রিশ টাকা সাতচল্লিশ পঁয়সা) টাকা সালামির পরিবর্তে ব্যতিক্রম হিসেবে নীতিমালার ১০.০ অনুচ্ছেদমতে ১০০১/- (এক হাজার এক) টাকা প্রতীকীমূল্যে বাংলাদেশ অর্থনৈতিক অঞ্চল প্রতিষ্ঠার জন্ম বাংলাদেশ অর্থনৈতিক অঞ্চল কর্তৃপক্ষ বেজা'র অনুকূলে সরকার নিম্নবর্ণিত শর্তে দীর্ঘমেয়াদি বন্দোবস্ত প্রদানের সিদ্ধান্ত গ্রহণ করেছেঃ

- (ক) বর্ণিত জমি যে উদ্দেশ্যে বন্দোবস্ত দেয়া হয়েছে সে উদ্দেশ্যে ব্যতীত অন্য কোন উদ্দেশ্যে ব্যবহার করা যাবে না।
- (খ) পরিবহনায় জলাধার রক্ষা ও বৃষ্টির পানি ধারণ ক্ষমতা থাকতে হবে।
- ২। সংশ্লিষ্ট নীতিমালা/বিধি মোতাবেক প্রয়োজনীয় কার্যক্রম গ্রহণের জন্য অনুরোধ করা হলো।
- ৩। সংশ্লিষ্ট কেস নথি এতদসঙ্গে ফেরৎ প্রদান করা হলো।
- ৪। বন্দোবস্ত কার্যক্রম সম্পাদনপূর্বক প্রতিবেদন প্রেরণ করার জন্য অনুরোধ করা হলো।

সংযুক্ত : ২০ (নিম্ন) ফর্দ।

২৬/১১/১৬

(সুলতানা রাজিয়া)  
সিনিয়র সহকারী সচিব  
ফোনঃ ৯৫৪৫৬৩৯

স্মারক নং-৩১.০০.০০০০.৪২.৪১.০৯/১৬-৬৬২/১ (৬)

০২/০৮/১৪২৩ বঃ  
তারিখঃ  
২৬/১১/২০১৬ খ্রিঃ

অনুলিপি সদয় অবগতির জন্য প্রেরণ করা হলোঃ

- ১। নির্বাহী চেয়ারম্যান, বাংলাদেশ অর্থনৈতিক অঞ্চল কর্তৃপক্ষ, প্রধানমন্ত্রীর কার্যালয়, বিডিবিএল ভবন, লেভেল- ১৫, ১২ কারওয়ান বাজার, ঢাকা।
- ২। বিভাগীয় কমিশনার, ঢাকা বিভাগ, ঢাকা।
- ৩। সচিব (যুগ্মসচিব), বাংলাদেশ অর্থনৈতিক অঞ্চল কর্তৃপক্ষ, প্রধানমন্ত্রীর কার্যালয়, বিডিবিএল ভবন, লেভেল- ১৫, ১২ কারওয়ান বাজার, ঢাকা।
- ৪। সচিব মহোদয়ের একান্ত সচিব, ভূমি মন্ত্রণালয়।
- ৫। অফিস কপি।

(সুলতানা রাজিয়া)  
সিনিয়র সহকারী সচিব  
ফোনঃ ৯৫৪৫৬৩৯

২৫০০  
২৩/১১/১৬

১৪

স্বাক্ষর: নারায়ণগঞ্জ  
সি.জি.ও. নরায়ণগঞ্জ

উপজেলাঃ- আড়াইহাজার  
আর,এস জে,এল,নং- ১৭৯

আর,এস রেকর্ড মোতায়েন

ক্রমিক নং	নাম নং	খতিয়ান নং	নাম মোতায়েন পরিমাণ	প্রস্তাবিত জমির পরিমাণ	মন্তব্য
১.	৮১০২	২৪৫৮	০.১৪	০.১৪	
২.	৮১০৩	১৭৮	০.১৪	০.১৪	
৩.	৮১০৪	ক্র	০.০৩	০.০৩	
৪.	৮১০৫	২৬০৯	০.০৬	০.০৬	
৫.	৮১০৬	ক্র	০.৫২	০.৫২	
৬.	৮১০৭	ক্র	০.১৭	০.১৭	
৭.	৮১০৮	২০০	০.৩৪	০.৩৪	
৮.	৮১০৯	ক্র	০.৩৪	০.৩৪	
৯.	৮১১০	ক্র	০.০৪	০.০৪	
১০.	৮১১১	ক্র	০.০৪	০.০৪	
১১.	৮১১২	৮৩১	০.০২	০.০২	
১২.	৮১১৩	ক্র	০.২১	০.২১	
১৩.	৮১১৪	ক্র	০.১০	০.১০	
১৪.	৮১১৫	৩১৩৫	০.৩৯	০.৩৯	
১৫.	৮১১৬	ক্র	০.২০	০.২০	
১৬.	৮১১৭	ক্র	০.০৩	০.০৩	
১৭.	৮১১৮	১৭৬০	০.০৩	০.০৩	
১৮.	৮১১৯	ক্র	০.২১	০.২১	
১৯.	৮১২০	ক্র	০.০৯	০.০৯	
২০.	৮১২১	১৮১৯	০.৩৯	০.৩৯	
২১.	৮১২২	ক্র	০.১৮	০.১৮	
২২.	৮১২৩	ক্র	০.০২	০.০২	
২৩.	৮১২৪	৪১৩	০.০২	০.০২	
২৪.	৮১২৫	ক্র	০.১৮	০.১৮	
২৫.	৮১২৬	ক্র	০.০৭	০.০৭	
২৬.	৮১২৭	৫৪	০.০৬	০.০৬	
২৭.	৮১২৮	ক্র	০.১৭	০.১৭	
২৮.	৮১২৯	ক্র	০.০২	০.০২	
২৯.	৮১৩০	১০২৪	০.০২	০.০২	
৩০.	৮১৩১	ক্র	০.২২	০.২২	
৩১.	৮১৩২	ক্র	০.০৮	০.০৮	
৩২.	৮১৩৩	৪২৮	০.০৮	০.০৮	
৩৩.	৮১৩৪	ক্র	০.২২	০.২২	
৩৪.	৮১৩৫	ক্র	০.০২	০.০২	
৩৫.	৮১৩৬	৫৬৪	০.০২	০.০২	
৩৬.	৮১৩৭	ক্র	০.২০	০.২০	
৩৭.	৮১৩৮	ক্র	০.০৭	০.০৭	
৩৮.	৮১৩৯	১১১১	০.০৮	০.০৮	
৩৯.	৮১৪০	ক্র	০.২৯	০.২৯	
৪০.	৮১৪১	ক্র	০.০৪	০.০৪	
৪১.	৮১৪২	১২৫০	০.০২	০.০২	
৪২.	৮১৪৩	ক্র	০.২৪	০.২৪	
৪৩.	৮১৪৪	ক্র	০.০৬	০.০৬	
৪৪.	৮১৪৫	২৫২৫	০.০৭	০.০৭	
৪৫.	৮১৪৬	ক্র	০.২৪	০.২৪	
৪৬.	৮১৪৭	১৩১০	০.০৩	০.০৩	
৪৭.	৮১৪৮	১২৮	০.০৮	০.০৮	
৪৮.	৮১৪৯	ক্র	০.২৭	০.২৭	
৪৯.	৮১৫০	১৩১০	০.০৭	০.০৭	
৫০.	৮১৫১	৫২৯	০.০৬	০.০৬	
৫১.	৮১৫২	ক্র	০.২৮	০.২৮	
৫২.	৮১৫৩	ক্র	০.০৩	০.০৩	

নারায়ণ আশরাফী  
সহকারী কমিশনার (আর)  
আড়াইহাজার, নারায়ণগঞ্জ।

সিরাজাম মুনিরা  
পরিচিতি নং-১৬৪৮১  
জুমি অধিদপ্তর কর্মকর্তা  
নারায়ণগঞ্জ।

মোঃ মনিরুজ্জামান  
ব্যবস্থাপক (গণ্য সচিব)  
বাংলাদেশ অর্থনৈতিক প্রকল্প কর্তৃপক্ষ  
প্রধানমন্ত্রীর কার্যালয়, ঢাকা।

ক্রমিক নং	গাণ ন	খতিয়ান নং	দাগের মোট জমির পরিমাণ	প্রস্তাবিত জমির পরিমাণ	মন্তব্য
৫৩.	৮১৫৪	১৫২৮	০.০৩	০.০৩	
৫৪.	৮১৫৫	ক্র	০.২৮	০.২৮	
৫৫.	৮১৫৬	ক্র	০.০৬	০.০৬	
৫৬.	৮১৫৭	১২০০	০.০২	০.০২	
৫৭.	৮১৫৮	ক্র	০.১০	০.১০	
৫৮.	৮১৫৯	ক্র	০.০২	০.০২	
৫৯.	৮১৬০	ক্র	০.০৩	০.০৩	
৬০.	৮১৬১	১২০০	০.২২	০.২২	
৬১.	৮১৬২	ক্র	০.০৫	০.০৫	
৬২.	৮১৬৩	১৯১৫	০.০৮	০.০৮	
৬৩.	৮১৬৪	ক্র	০.২৮	০.২৮	
৬৪.	৮১৬৫	ক্র	০.০৮	০.০৮	
৬৫.	৮১৬৬	২৫৬৫	০.০৩	০.০৩	
৬৬.	৮১৬৭	৫৫৬৫	০.২৬	০.২৬	
৬৭.	৮১৬৮	২৫৬৫	০.০৫	০.০৫	
৬৮.	৮১৬৯	৫০৪	০.০৮	০.০৮	
৬৯.	৮১৭০	ক্র	০.২৪	০.২৪	
৭০.	৮১৭১	ক্র	০.০৩	০.০৩	
৭১.	৮১৭২	২১৭৫	০.০৩	০.০৩	
৭২.	৮১৭৩	ক্র	০.২৭	০.২৭	
৭৩.	৮১৭৪	ক্র	০.০৬	০.০৬	
৭৪.	৮১৭৫	ক্র	০.০৬	০.০৬	
৭৫.	৮১৭৬	ক্র	০.২৭	০.২৭	
৭৬.	৮১৭৭	ক্র	০.০৩	০.০৩	
৭৭.	৮১৭৮	৩০৮৮	০.০৮	০.০৮	
৭৮.	৮১৭৯	ক্র	০.২৬	০.২৬	
৭৯.	৮১৮০	ক্র	০.০৮	০.০৮	
৮০.	৮১৮১	১৪৭৯	০.০৫	০.০৫	
৮১.	৮১৮২	ক্র	০.৪৫	০.৪৫	
৮২.	৮১৮৩	ক্র	০.০৬	০.০৬	
৮৩.	৮১৮৪	২১৩৪	০.০৩	০.০৩	
৮৪.	৮১৮৫	ক্র	০.২৭	০.২৭	
৮৫.	৮১৮৬	ক্র	০.০৮	০.০৮	
৮৬.	৮১৮৭	ক্র	০.০৫	০.০৫	
৮৭.	৮১৮৮	২১১৪	০.৩২	০.৩২	
৮৮.	৮১৮৯	ক্র	০.০৬	০.০৬	
৮৯.	৮১৯০	৩১০	০.০২	০.০২	
৯০.	৮১৯১	ক্র	০.১৯	০.১৯	
৯১.	৮১৯২	ক্র	০.০৩	০.০৩	
৯২.	৮১৯৩	৪৩	০.০৬	০.০৬	
৯৩.	৮১৯৪	ক্র	০.২৮	০.২৮	
৯৪.	৮১৯৫	ক্র	০.০৮	০.০৮	
৯৫.	৮১৯৬	১২৩৩	০.০২	০.০২	
৯৬.	৮১৯৭	ক্র	০.২৩	০.২৩	
৯৭.	৮১৯৮	ক্র	০.০৬	০.০৬	
৯৮.	৮১৯৯	২৪৯৫	০.০৮	০.০৮	
৯৯.	৮২০০	ক্র	০.২৪	০.২৪	
১০০.	৮২০১	ক্র	০.০৮	০.০৮	
১০১.	৮২০২	৩০৬১	০.০৩	০.০৩	
১০২.	৮২০৩	ক্র	০.৩২	০.৩২	
১০৩.	৮২০৪	ক্র	০.০৮	০.০৮	
১০৪.	৮২০৫	৩১৫	০.০৬	০.০৬	
১০৫.	৮২০৬	ক্র	০.৩২	০.৩২	
১০৬.	৮২০৭	ক্র	০.০৩	০.০৩	

নাজমা আশরাফী  
নামদারী কমিশনার (ভূমি)  
আড়াইহাজার, নারায়ণগঞ্জ।

সিদ্দিকুল হুসাইন  
সিনিয়র অফিসিয়াল  
ভূমি অধিগ্রহণ কর্মকর্তা  
নারায়ণগঞ্জ।

মোঃ মনিরুজ্জামান  
বাবদ্বারাঃ (সিনিয়র সচিব)  
সিনিয়র কর্মকর্তা

ক্রমিক নং	দাগ নং	খতিয়ান নং	দাগের মোট জমির পরিমাণ	প্রস্তাবিত জমির পরিমাণ	মন্তব্য
১০৭.	৮২০৮	১৭৬	০.০৫	০.০৩	
১০৮.	৮২০৯	ক্র	০.১০	০.৩০	
১০৯.	৮২১০	ক্র	০.০৫	০.০৫	
১১০.	৮২১১	২৮৯৫	০.০৫	০.০৫	
১১১.	৮২১২	ক্র	০.৫১	০.৩১	
১১২.	৮২১৩	ক্র	০.০৫	০.০৩	
১১৩.	৮২১৪	২০৬৭	০.০৫	০.০৩	
১১৪.	৮২১৫	ক্র	০.০২	০.৩২	
১১৫.	৮২১৬	ক্র	০.০৩	০.০৬	
১১৬.	৮২১৭	১৪৮৫	০.০৬	০.০৬	
১১৭.	৮২১৮	ক্র	০.২৯	০.২৯	
১১৮.	৮২১৯	ক্র	০.০৪	০.০৪	
১১৯.	৮২২০	১১৫৫	০.০৪	০.০৪	
১২০.	৮২২১	ক্র	০.১৬	০.১৬	
১২১.	৮২২২	ক্র	০.২১	০.২১	
১২২.	৮২২৩	ক্র	০.০৮	০.০৮	
১২৩.	৮২২৪	২১৭৫	০.০৮	০.০৮	
১২৪.	৮২২৫	ক্র	০.২১	০.২১	
১২৫.	৮২২৬	ক্র	০.১৫	০.১৫	
১২৬.	৮২২৭	ক্র	০.০৪	০.০৪	
১২৭.	৮২২৮	৫৫৫	০.০২	০.০২	
১২৮.	৮২২৯	ক্র	০.০৯	০.০৯	
১২৯.	৮২৩০	ক্র	০.১৩	০.১৩	
১৩০.	৮২৩১	ক্র	০.০৪	০.০৪	
১৩১.	৮২৩২	ক্র	০.০৫	০.০৫	
১৩২.	৮২৩৩	ক্র	০.১৪	০.১৪	
১৩৩.	৮২৩৪	ক্র	০.০৯	০.০৯	
১৩৪.	৮২৩৫	ক্র	০.০২	০.০২	
১৩৫.	৮২৩৬	৮	০.০৩	০.০৩	
১৩৬.	৮২৩৭	ক্র	০.০৩	০.০৩	
১৩৭.	৮২৩৮	ক্র	০.১৩	০.১৩	
১৩৮.	৮২৩৯	ক্র	০.১৩	০.১৩	
১৩৯.	৮২৪০	ক্র	০.১৩	০.১৩	
১৪০.	৮২৪১	ক্র	০.০৫	০.০৫	
১৪১.	৮২৪২	ক্র	০.০৫	০.০৫	
১৪২.	৮২৪৩	ক্র	০.০৫	০.০৫	
১৪৩.	৮২৪৪	২২৫৪	০.০৭	০.০৭	
১৪৪.	৮২৪৫	ক্র	০.১৫	০.১৫	
১৪৫.	৮২৪৬	ক্র	০.১৪	০.১৪	
১৪৬.	৮২৪৭	ক্র	০.১৩	০.১৩	
১৪৭.	৮২৪৮	২৫৫৬	০.০৮	০.০৮	
১৪৮.	৮২৪৯	ক্র	০.১৬	০.১৬	
১৪৯.	৮২৫০	ক্র	০.১৯	০.১৯	
১৫০.	৮২৫১	ক্র	০.০৮	০.০৮	
১৫১.	৮২৫২	১০৩৩	০.২০	০.২০	
১৫২.	৮২৫৩	ক্র	০.০৭	০.০৭	
১৫৩.	৮২৫৪	ক্র	০.২৬	০.২৬	
১৫৪.	৮২৫৫	ক্র	০.২১	০.২১	
১৫৫.	৮২৫৬	ক্র	০.০৬	০.০৬	
১৫৬.	৮২৫৭	১৪৬৮	০.০৬	০.০৬	
১৫৭.	৮২৫৮	ক্র	০.১৬	০.১৬	
১৫৮.	৮২৫৯	ক্র	০.১৮	০.১৮	
১৫৯.	৮২৬০	ক্র	০.০৫	০.০৫	
১৬০.	৮২৬১	১০০০	০.০৫	০.০৫	
১৬১.	৮২৬২	১০৬০	০.০৩	০.০৩	

নাজমা আশরাফী

সিরাযাহ মুন্সিরা  
পরিচিতি নং-১৬৪১  
নিম্ন আধিকারকর্মকর্তা

মোঃ মনিরুজ্জামান  
বাবুস্বপ্ন (যুগ্ম সচিব)

ক্রমিক নং	পাগ ন	খতিয়ান নং	নামের মত চত্বর পরিমাণ	প্রস্তাবিত জমির পরিমাণ	মন্তব্য
১৬২.	২৬৩	১০৬০	০.১১	০.১৩	
১৬৩.	২৬৪	ক্র	০.১২	০.১২	
১৬৪.	২৬৫	ক্র	০.০৫	০.০৩	
১৬৫.	২৬৬	১৬০৫	০.০৩	০.০৬	
১৬৬.	২৬৭	ক্র	০.১৯	০.১৯	
১৬৭.	২৬৮	ক্র	০.২০	০.২০	
১৬৮.	২৬৯	ক্র	০.০৩	০.০৩	
১৬৯.	২৭০	১৯৫৯	০.০৬	০.০৬	
১৭০.	২৭১	১৬০৪	০.১২	০.১২	
১৭১.	২৭২	৫১৫	০.০৪	০.০৪	
১৭২.	২৭৩	ক্র	০.২৭	০.২৭	
১৭৩.	২৭৪	ক্র	০.২৯	০.২৯	
১৭৪.	২৭৫	ক্র	০.০৭	০.০৭	
১৭৫.	২৭৬	১৮৮৪	০.১৯	০.১৯	
১৭৬.	২৭৭	ক্র	০.২০	০.২০	
১৭৭.	২৭৮	ক্র	০.১৯	০.১৯	
১৭৮.	২৭৯	১২৫৫	০.৩৯	০.৩৯	
১৭৯.	২৮০	২৯৪০	০.২২	০.২২	
১৮০.	২৮১	১২৫৫	০.৪৯	০.৪৯	
১৮১.	২৮২	ক্র	০.৯৫	০.৯৫	
১৮২.	২৮৩	ক্র	০.২৩	০.২৩	
১৮৩.	২৮৪	১৮২৩	০.১০	০.১০	
১৮৪.	২৮৫	ক্র	০.৪৫	০.৪৫	
১৮৫.	২৮৬	ক্র	০.৩১	০.৩১	
১৮৬.	২৮৭	১৮৫০	০.৪৩	০.৪৩	
১৮৭.	২৮৮	২৭০৩	০.১৭	০.১৭	
১৮৮.	২৮৯	ক্র	০.৩৪	০.৩৪	
১৮৯.	২৯০	ক্র	০.০৪	০.০৪	
১৯০.	২৯১	ক্র	০.০৫	০.০৫	
১৯১.	২৯২	৮৯৪	০.০৮	০.০৮	
১৯২.	২৯৩	ক্র	০.১৭	০.১৭	
১৯৩.	২৯৪	ক্র	০.১৬	০.১৬	
১৯৪.	২৯৫	৮৯৫	০.১৭	০.১৭	
১৯৫.	২৯৬	২৭৮২	০.২৩	০.২৩	
১৯৬.	২৯৭	২৭২৩	০.৫০	০.৫০	
১৯৭.	২৯৮	৮৫৪	০.১২	০.১২	
১৯৮.	২৯৯	ক্র	০.১৩	০.১৩	
১৯৯.	৩০০	ক্র	০.১২	০.১২	
২০০.	৩০১	৮৫৪	০.০৭	০.০৭	
২০১.	৩০২	২৬৮৬	০.০৫	০.০৫	
২০২.	৩০৩	ক্র	০.১০	০.১০	
২০৩.	৩০৪	ক্র	০.১০	০.১০	
২০৪.	৩০৫	ক্র	০.০৮	০.০৮	
২০৫.	৩০৬	১৪৬৬	০.০৮	০.০৮	
২০৬.	৩০৭	ক্র	০.২২	০.২২	
২০৭.	৩০৮	ক্র	০.০৬	০.০৬	
২০৮.	৩০৯	১০২০	০.০৭	০.০৭	
২০৯.	৩১০	ক্র	০.০৮	০.০৮	
২১০.	৩১১	ক্র	০.১৩	০.১৩	
২১১.	৩১২	ক্র	০.০৫	০.০৫	
২১২.	৩১৩	ক্র	০.০৩	০.০৩	
২১৩.	৩১৪	ক্র	০.১৮	০.১৮	
২১৪.	৩১৫	ক্র	০.১৩	০.১৩	
২১৫.	৩১৬	ক্র	০.১০	০.১০	

মাজমা আশরাফী

সিমানাঙ্গল মুন্সিবা

সিমানাঙ্গল মুন্সিবা  
মোঃ মনিরুজ্জামান  
যেগা সচিব

ক্রমিক নং	দাগ	কতিয়ান নং	দাগের মোট জমির পরিমাণ	প্রস্তাবিত জমির পরিমাণ	মন্তব্য
২১৬.	৮৩১	২১৭৫	০.০২	০.০৫	
২১৭.	৮৩১	ঐ	০.০৪	০.০৪	
২১৮.	৮৩১	ঐ	০.০৩	০.০৩	
২১৯.	৮৩২	১০২৯	০.৯০	০.৯০	
২২০.	৮৩২	২২৫	০.৫৪	০.৩৪	
২২১.	৮৩২	৩১৯০	০.০১	০.০১	
২২২.	৮৩২	ঐ	০.১০	০.১০	
২২৩.	৮৩২	ঐ	০.০৮	০.০৮	
২২৪.	৮৩২	ঐ	০.০৪	০.০৪	
২২৫.	৮৩২	২১৭৫	০.০৭	০.০৭	
২২৬.	৮৩২	ঐ	০.১২	০.১২	
২২৭.	৮৩২	ঐ	০.১৪	০.১৪	
২২৮.	৮৩২	১৩১৯	০.০৭	০.০৭	
২২৯.	৮৩৩	১৪৪৫	০.০৮	০.০৮	
২৩০.	৮৩৩	১৪২১	০.১২	০.১২	
২৩১.	৮৩৩	ঐ	০.১৩	০.১৩	
২৩২.	৮৩৩	ঐ	০.০৭	০.০৭	
২৩৩.	৮৩৩	১০৮৫	০.০৬	০.০৬	
২৩৪.	৮৩৩	ঐ	০.০৭	০.০৭	
২৩৫.	৮৩৩	ঐ	০.০৬	০.০৬	
২৩৬.	৮৩৩	ঐ	০.১২	০.১২	
২৩৭.	৮৩৩	২৪৬১	০.৬২	০.৬২	
২৩৮.	৮৩৩	৩০৬১	০.৩৭	০.৩৭	
২৩৯.	৮৩৪	২৫৮৪	০.২৪	০.২৪	
২৪০.	৮৩৪	১২৭১	০.১০	০.১০	
২৪১.	৮৩৪	১০৮৫	০.০৫	০.০৫	
২৪২.	৮৩৪	ঐ	০.০৮	০.০৮	
২৪৩.	৮৩৪	ঐ	০.০৫	০.০৫	
২৪৪.	৮৩৪	১২৭০	০.০৫	০.০৫	
২৪৫.	৮৩৪	ঐ	০.০৭	০.০৭	
২৪৬.	৮৩৪	ঐ	০.০৬	০.০৬	
২৪৭.	৮৩৪	৫১৭	০.১২	০.১২	
২৪৮.	৮৩৪	৯৮	০.০৫	০.০৫	
২৪৯.	৮৩৫	ঐ	০.০৬	০.০৬	
২৫০.	৮৩৫	ঐ	০.০৫	০.০৫	
২৫১.	৮৩৫	১৫৫	০.১৮	০.১৮	
২৫২.	৮৩৫	১৫৪	০.১১	০.১১	
২৫৩.	৮৩৫	১৮৫১	০.২৩	০.২৩	
২৫৪.	৮৩৫	১৮৫৮	০.৩৩	০.৩৩	
২৫৫.	৮৩৫	২১৭৫	০.৩৯	০.৩৯	
২৫৬.	৮৩৫	১২৭০	০.১৬	০.১৬	
২৫৭.	৮৩৫	১২৫২	০.১৫	০.১৫	
২৫৮.	৮৩৫	ঐ	০.১৬	০.১৬	
২৫৯.	৮৩৬	ঐ	০.০৯	০.০৯	
২৬০.	৮৩৬	২৯৫২	০.১০	০.১০	
২৬১.	৮৩৬	ঐ	০.০৯	০.০৯	
২৬২.	৮৩৬	২৪৩৫	০.২০	০.২০	
২৬৩.	৮৩৬	ঐ	০.২০	০.২০	
২৬৪.	৮৩৬	৪০৯	০.২২	০.২২	
২৬৫.	৮৩৬	১৭৩৩	০.২১	০.২১	
২৬৬.	৮৩৬	১৫৫৬	০.১৫	০.১৫	
২৬৭.	৮৩৬	ঐ	০.১৪	০.১৪	
২৬৮.	৮৩৬	২৬৭১	০.১৫	০.১৫	
২৬৯.	৮৩৭	ঐ	০.১৮	০.১৮	

নাভমা আশরাফী  
সহকারী কমিশনার (ভূমি)  
আড়াইহাজার, নারায়ণগঞ্জ।

সিনিয়র সুনিরা  
পরিচালক-১১৪৮১  
ভূমি আধিকারণ কর্মকর্তা

২৫/৫/১৭  
মোঃ মনিরুজ্জামান  
সহকারী (মুদ্রা সচিব)



ক্রমিক নং	দাগ নং	খতিয়ান নং	সরকারী জমির পরিমাণ	প্রস্তাবিত জমির পরিমাণ	মন্তব্য
২১৬.	৮৩১৬	২১৭৫	০.০৫	০.০৫	
২১৭.	৮৩১৭	ঐ	০.০৫	০.০৫	
২১৮.	৮৩১৮	ঐ	০.০৫	০.০৩	
২১৯.	৮৩২০	১০২৯	০.০৫	০.০০	
২২০.	৮৩২১	২২৫	০.০৫	০.০৫	
২২১.	৮৩২২	৩১৯০	০.০১	০.০১	
২২২.	৮৩২৫	ঐ	০.১০	০.১০	
২২৩.	৮৩২৬	ঐ	০.০৮	০.০৮	
২২৪.	৮৩২৭	ঐ	০.০৮	০.০৮	
২২৫.	৮৩২৮	২১৭৫	০.০৭	০.০৭	
২২৬.	৮৩২৯	ঐ	০.১২	০.১২	
২২৭.	৮৩৩০	ঐ	০.১৪	০.১৪	
২২৮.	৮৩৩১	১৩১৯	০.০৭	০.০৭	
২২৯.	৮৩৩২	১৪৪৫	০.০৮	০.০৮	
২৩০.	৮৩৩৩	১৪২১	০.১২	০.১২	
২৩১.	৮৩৩৪	ঐ	০.১৩	০.১৩	
২৩২.	৮৩৩৫	ঐ	০.০৭	০.০৭	
২৩৩.	৮৩৩৬	১০৮৫	০.০৬	০.০৬	
২৩৪.	৮৩৩৭	ঐ	০.০৭	০.০৭	
২৩৫.	৮৩৩৮	ঐ	০.০৬	০.০৬	
২৩৬.	৮৩৩৯	ঐ	০.১২	০.১২	
২৩৭.	৮৩৪০	২৪৬১	০.৬২	০.৬২	
২৩৮.	৮৩৪১	৩০৬১	০.৩৭	০.৩৭	
২৩৯.	৮৩৪২	২৫৮৪	০.২৪	০.২৪	
২৪০.	৮৩৪৩	১২৭১	০.১০	০.১০	
২৪১.	৮৩৪৪	১০৮৫	০.০৫	০.০৫	
২৪২.	৮৩৪৫	ঐ	০.০৮	০.০৮	
২৪৩.	৮৩৪৬	ঐ	০.০৫	০.০৫	
২৪৪.	৮৩৪৭	১২৭০	০.০৫	০.০৫	
২৪৫.	৮৩৪৮	ঐ	০.০৭	০.০৭	
২৪৬.	৮৩৪৯	ঐ	০.০৬	০.০৬	
২৪৭.	৮৩৫০	৫১৭	০.১২	০.১২	
২৪৮.	৮৩৫১	৯৮	০.০৫	০.০৫	
২৪৯.	৮৩৫২	ঐ	০.০৬	০.০৬	
২৫০.	৮৩৫৩	ঐ	০.০৫	০.০৫	
২৫১.	৮৩৫৪	১৫৫	০.১৮	০.১৮	
২৫২.	৮৩৫৫	১৫৪	০.১১	০.১১	
২৫৩.	৮৩৫৬	১৮৫১	০.২৩	০.২৩	
২৫৪.	৮৩৫৭	১৮৫৮	০.৩৩	০.৩৩	
২৫৫.	৮৩৫৮	২১৭৫	০.৩৯	০.৩৯	
২৫৬.	৮৩৫৯	১২৭০	০.১৬	০.১৬	
২৫৭.	৮৩৬০	১২৫২	০.১৫	০.১৫	
২৫৮.	৮৩৬১	ঐ	০.১৬	০.১৬	
২৫৯.	৮৩৬২	ঐ	০.০৯	০.০৯	
২৬০.	৮৩৬৩	২৯৫২	০.১০	০.১০	
২৬১.	৮৩৬৪	ঐ	০.০৯	০.০৯	
২৬২.	৮৩৬৫	২৪৩৫	০.২০	০.২০	
২৬৩.	৮৩৬৬	ঐ	০.২০	০.২০	
২৬৪.	৮৩৬৭	৪০৯	০.২২	০.২২	
২৬৫.	৮৩৬৮	১৭৩৩	০.২১	০.২১	
২৬৬.	৮৩৬৯	১৫৫৬	০.১৫	০.১৫	
২৬৭.	৮৩৭০	ঐ	০.১৪	০.১৪	
২৬৮.	৮৩৭১	২৬৭১	০.১৫	০.১৫	
২৬৯.	৮৩৭২	ঐ	০.১৮	০.১৮	

নাভা আশরাফী  
সহকারী কমিশনার (ভূমি)  
আড়াইহাজার, নারায়ণগঞ্জ।

সিদ্ধান্ত  
পরিচিতি নং-১১৪৮  
ভূমি অধিদপ্তর কার্যকর্তা

২৫/৪/১৯  
মোঃ মনিরুজ্জাম  
বাবুশাহপাড়া (গণ) সচিব  
ভূমি অধিদপ্তর

ক্রমিক নং	দাগ ন	খতিয়ান নং	সংগ্রহের মত জমির পরিমাণ	প্রস্তাবিত জমির পরিমাণ	মন্তব্য
২৭০.	৮৩৭১	২৬৬৪	০.১৪	০.১৪	
২৭১.	৮৩৭২	২১৫১	০.২১	০.২১	
২৭২.	৮৩৭৩	৫০	০.১৩	০.১৩	
২৭৩.	৮৩৭৪	ঐ	০.১৩	০.১৩	
২৭৪.	৮৩৭৫	ঐ	০.১৭	০.১৭	
২৭৫.	৮৩৭৬	ঐ	০.১৭	০.১৭	
২৭৬.	৮৩৭৭	২০২৫	০.০৮	০.০৮	
২৭৭.	৮৩৭৮	ঐ	০.২৫	০.২৫	
২৭৮.	৮৩৭৯	ঐ	০.১৭	০.১৭	
২৭৯.	৮৩৮০	১০৪৯	০.২৩	০.২৩	
২৮০.	৮৩৮১	ঐ	০.২৩	০.২৩	
২৮১.	৮৩৮২	৪৩০	০.১৯	০.১৯	
২৮২.	৮৩৮৩	ঐ	০.১৯	০.১৯	
২৮৩.	৮৩৮৪	ঐ	০.১৯	০.১৯	
২৮৪.	৮৩৮৫	২৫৪১	০.১৩	০.১৩	
২৮৫.	৮৩৮৬	৪৩০	০.১১	০.১১	
২৮৬.	৮৩৮৭	ঐ	০.১১	০.১১	
২৮৭.	৮৩৮৮	১৫৪২	০.১৫	০.১৫	
২৮৮.	৮৩৮৯	২৩৯	০.২৭	০.২৭	
২৮৯.	৮৩৯০	২৯৪০	০.২৩	০.২৩	
২৯০.	৮৩৯১	২৩২	০.২৪	০.২৪	
২৯১.	৮৩৯২	৯৯৮	০.৩৭	০.৩৭	
২৯২.	৮৩৯৩	১৮১৫	০.৪১	০.৪১	
২৯৩.	৮৩৯৪	২২৪১	০.৪১	০.৪১	
২৯৪.	৮৩৯৫	২২৪০	০.২৫	০.২৫	
২৯৫.	৮৩৯৬	১৮১৫	০.২৫	০.২৫	
২৯৬.	৮৩৯৭	১৮৬৬	০.১০	০.১০	
২৯৭.	৮৩৯৮	ঐ	০.৩৩	০.৩৩	
২৯৮.	৮৩৯৯	৩৫৮	০.১৮	০.১৮	
২৯৯.	৮৪০০	৩১৯০	০.২২	০.২২	
৩০০.	৮৪০১	৮৮০	০.২৮	০.২৮	
৩০১.	৮৪০২	২৯৮০	০.২১	০.২১	
৩০২.	৮৪০৩	ঐ	০.১৩	০.১৩	
৩০৩.	৮৪০৪	ঐ	০.১৩	০.১৩	
৩০৪.	৮৪০৫	১০২০	০.২১	০.২১	
৩০৫.	৮৪০৬	৩৮৫	০.১৩	০.১৩	
৩০৬.	৮৪০৭	১০২০	০.১৩	০.১৩	
৩০৭.	৮৪০৮	৩৮৫	০.২৬	০.২৬	
৩০৮.	৮৪০৯	৩১৮০	০.২৯	০.২৯	
৩০৯.	৮৪১০	৯৯০	০.২৬	০.২৬	
৩১০.	৮৪১১	৯৭৬	০.২৮	০.২৮	
৩১১.	৮৪১২	৯৮৪	০.১৬	০.১৬	
৩১২.	৮৪১৩	৩৬২	০.৩৬	০.৩৬	
৩১৩.	৮৪১৪	২৬২	০.১৮	০.১৮	
৩১৪.	৮৪১৫	২০৪৪	০.৩২	০.৩২	
৩১৫.	৮৪১৬	১৮২৬	০.৩৩	০.৩৩	
৩১৬.	৮৪১৭	১৫৩২	০.৩২	০.৩২	
৩১৭.	৮৪১৮	১৮৫৫	০.১৪	০.১৪	
৩১৮.	৮৪১৯	৯৩০	০.১৩	০.১৩	
৩১৯.	৮৪২০	২১১	০.১৪	০.১৪	
৩২০.	৮৪২১	ঐ	০.১৪	০.১৪	
৩২১.	৮৪২২	২১৪	০.২৮	০.২৮	
৩২২.	৮৪২৩	ঐ	০.১৬	০.১৬	
৩২৩.	৮৪২৪	২৬৮৩	০.১৯	০.১৯	

নাজমা আশরাফী  
সহকারী কমিশনার (জমি)  
আবুদুজ্জামিল মাসুদ

সিআজামুল হুদা  
পরিচিতি নং ১৬৪৩  
সিআজামুল হুদা

২৫/৪/১৭  
সিআজামুল হুদা  
পরিচিতি নং ১৬৪৩  
সিআজামুল হুদা

ক্রমিক নং	দাগ ন	খতিয়ান নং	কামের মোট জমির পরিমাণ	প্রত্যাবিত জমির পরিমাণ	মতব্বা
৩৬৬.	৮৪৭৯	১১০৭	০.৪৪	০.৪৪	
৩৬৭.	৮৪৮০	১১৩৪	০.৫২	০.৩২	
৩৬৮.	৮৪৮১	ঐ	০.৫২	০.৩২	
৩৬৯.	৮৪৮২	১৫৯৩	০.৫২	০.৫২	
৩৭০.	৮৪৮৩	২৮৬৬	০.৮৫	০.৮৫	
৩৭১.	৮৪৮৪	২৭৭২	০.৮৫	০.৮৫	
৩৭২.	৮৪৮৫	২৪৯৮	০.৫১	০.৫১	
৩৭৩.	৮৪৮৬	৩১৩১	০.৪৭	০.৪৭	
৩৭৪.	৮৪৮৭	ঐ	০.৪৭	০.৪৭	
৩৭৫.	৮৪৮৮	৯৬০	০.২৪	০.২৪	
৩৭৬.	৮৪৯০	৯৬০, ২০৬৩	০.৬০	০.৬০	
৩৭৭.	৮৪৯১	১৫৯৩, ১৮৭৪	০.৫৬	০.৩৬	
৩৭৮.	৮৪৯২	১৮৭০/১	০.২০	০.২০	
৩৭৯.	৮৪৯৩	ঐ	০.২০	০.২০	
৩৮০.	৮৪৯৪	২৮৫৫	০.৪২	০.৪২	
৩৮১.	৮৪৯৫	৬৯৬	০.৭০	০.৭০	
৩৮২.	৮৪৯৬	৯৬০, ২৭৫৪	০.৬০	০.৬০	
৩৮৩.	৮৪৯৭	১০৫২	০.৩৬	০.৩৬	
৩৮৪.	৮৪৯৮	১৫১৮	০.৭০	০.৭০	
৩৮৫.	৮৪৯৯	৮০৩	০.৪২	০.৪২	
৩৮৬.	৮৫০০	৪৭৯২	০.১৬	০.১৬	
৩৮৭.	৮৫০১	৮৩৮	০.২৭	০.২৭	
৩৮৮.	৮৫০২	২২২৩	০.১৪	০.১৪	
৩৮৯.	৮৫০৩	১১৭৫, ১৮৭৪	০.৩৪	০.৩৪	
৪০০.	৮৫০৪	৩০০৯	০.৫৬	০.৫৬	
৪০১.	৮৫০৫	২১৫৬	০.৭৬	০.৭৬	
৪০২.	৮৫০৬	৮০৩	০.৪৬	০.৪৬	
৪০৩.	৮৫০৭	১৮৬১/১	০.৩৬	০.৩৬	
৪০৪.	৮৫০৮	৯১৫	০.১৭	০.১৭	
৪০৫.	৮৫০৯	৯৬০, ১৪৮১	০.৩১	০.৩১	
৪০৬.	৮৫১০	১৩৫২	০.৫০	০.৫০	
৪০৭.	৮৫১১	২৭৭২	০.৩৬	০.৩৬	
৪০৮.	৮৫১২	১৬২৯, ৩১২৮	০.২২	০.২২	
৪০৯.	৮৫১৩	৮১৫	০.১৭	০.১৭	
৪১০.	৮৫১৪	৮৬০	০.১২	০.১২	
৪১১.	৮৫১৫	১০৫২, ১৬২৯	০.২৪	০.২৪	
৪১২.	৮৫১৬	২৮৫৭	০.৩৮	০.৩৮	
৪১৩.	৮৫১৭	১১১৯	০.৩৮	০.৩৮	
৪১৪.	৮৫১৮	২৩০৮	০.৪১	০.৪১	
৪১৫.	৮৫১৯	৫৪৫	০.৩৭	০.৩৭	
৪১৬.	৮৫২০	২৯১৫	০.৪৭	০.৪৭	
৪১৭.	৮৫২১	৫০৭	০.১৬	০.১৬	
৪১৮.	৮৫২২	৪০২	০.৩৬	০.৩৬	
৪১৯.	৮৫২৩	৮০	০.৯৬	০.৯৬	
৪২০.	৮৫২৪	৪৬৭	০.৭১	০.৭১	
৪২১.	৮৫২৫	৪০৩	০.৮১	০.৮১	
৪২২.	৮৫২৬	১০৩০	০.৩৮	০.৩৮	
৪২৩.	৮৫২৭	৪০৩	০.৩৭	০.৩৭	
৪২৪.	৮৫২৮	৪০২	০.৪৫	০.৪৫	
৪২৫.	৮৫২৯	১১৮৯	০.৪২	০.৪২	
৪২৬.	৮৫৩০	৩০৭৬	০.৬৯	০.৩৯	
৪২৭.	৮৫৩১	২২৮৫	০.৪৬	০.৪৬	
৪২৮.	৮৫৩২	১২৩৫.	০.৪৪	০.৪৪	

না জমা আশরাফী  
সহকারী কমিশনার (জমি)  
আড়াইহাজার, নারায়ণগঞ্জ।

সিরাজুল ইসলামপুরা  
তারিখ: ২০/০৬/১৯  
জমি: পরিদপ্তর কর্মকর্তা

২০/০৬/১৯  
সিরাজুল ইসলামপুরা  
(যদি প্রযোজ্য)

০৫

ক্রমিক নং	দপ ন	কিসান ন	কিসান ন	প্রস্তাবিত জমির পরিমাণ	মন্তব্য
৩২৪.	৮৪২৪	৮৪২৪	০.৪০	০.৪০	
৩২৫.	৮৪২৫	২৬৯৪	০.৩৫	০.৩৫	
৩২৬.	৮৪২৬	ঐ	০.৩৬	০.৩৬	
৩২৭.	৮৪২৭	২৯৩৪	০.৩৩	০.৩৩	
৩২৮.	৮৪২৮	২১৭৫	০.৬১	০.৬১	
৩২৯.	৮৪৩০	৩২০১	০.১১	০.১১	
৩৩০.	৮৪৩১	ঐ	০.০৭	০.০৭	
৩৩১.	৮৪৩২	ঐ	০.০৭	০.০৭	
৩৩২.	৮৪৩৩	৮৫৪	০.০৭	০.০৭	
৩৩৩.	৮৪৩৪	৫৩০	০.০৭	০.০৭	
৩৩৪.	৮৪৩৫	৮৫৪	০.০৭	০.০৭	
৩৩৫.	৮৪৩৬	২৫৬৬	০.১৬	০.১৬	
৩৩৬.	৮৪৩৭	ঐ	০.০৮	০.০৮	
৩৩৭.	৮৪৩৮	ঐ	০.০৯	০.০৯	
৩৩৮.	৮৪৩৯	২৬৭৪	০.০৯	০.০৯	
৩৩৯.	৮৪৪০	২৬২০	০.০৯	০.০৯	
৩৪০.	৮৪৪১	১৬২৯	০.১০	০.১০	
৩৪১.	৮৪৪২	ঐ	০.০৬	০.০৬	
৩৪২.	৮৪৪৩	৯০৭, ৩০০৯	০.১১	০.১১	
৩৪৩.	৮৪৪৪	১৬২৯, ২৮৫৫	০.২২	০.২২	
৩৪৪.	৮৪৪৫	২৮৫৫	০.১৫	০.১৫	
৩৪৫.	৮৪৪৬	৮৮৮	০.১৫	০.১৫	
৩৪৬.	৮৪৪৭	ঐ	০.১৩	০.১৩	
৩৪৭.	৮৪৪৮	ঐ	০.২৫	০.২৫	
৩৪৮.	৮৪৪৯	৯০৭	০.২৮	০.২৮	
৩৪৯.	৮৪৫০	২১৮২	০.১৮	০.১৮	
৩৫০.	৮৪৫১	২১৭৯	০.২০	০.২০	
৩৫১.	৮৪৫২	১৯১৪	০.২৪	০.২৪	
৩৫২.	৮৪৫৩	২৮৯১	০.১৩	০.১৩	
৩৫৩.	৮৪৫৪	৩০১৭	০.২৯	০.২৯	
৩৫৪.	৮৪৫৫	২৮৬৬	০.১০	০.১০	
৩৫৫.	৮৪৫৬	৫১০	০.১৬	০.১৬	
৩৫৬.	৮৪৫৭	৪৩৯	০.২৬	০.২৬	
৩৫৭.	৮৪৬০	২৬২০	০.১৩	০.১৩	
৩৫৮.	৮৪৬১	৪২৯	০.১৭	০.১৭	
৩৫৯.	৮৪৬২	২৬৭৪	০.১৩	০.১৩	
৩৬০.	৮৪৬৩	২৫৬৬	০.১৩	০.১৩	
৩৬১.	৮৪৬৪	ঐ	০.১৩	০.১৩	
৩৬২.	৮৪৬৫	ঐ	০.২৬	০.২৬	
৩৬৩.	৮৪৬৬	২৮৭০	০.২৬	০.২৬	
৩৬৪.	৮৪৬৭	৩০৫৭	০.৩৩	০.৩৩	
৩৬৫.	৮৪৬৮	৪২৯	০.২১	০.২১	
৩৬৬.	৮৪৬৯	৮৫৪	০.১১	০.১১	
৩৬৭.	৮৪৭০	ঐ	০.১১	০.১১	
৩৬৮.	৮৪৭১	ঐ	০.১১	০.১১	
৩৬৯.	৮৪৭২	৩২০১	০.১১	০.১১	
৩৭০.	৮৪৭৩	ঐ	০.২১	০.২১	
৩৭১.	৮৪৭৪	৩৫৮০	০.৩০	০.৩০	
৩৭২.	৮৪৭৫	৩২০১	০.১৭	০.১৭	
৩৭৩.	৮৪৭৬	১৪৫০	০.৮৫	০.৮৫	
৩৭৪.	৮৪৭৭	ঐ	০.৫১	০.৫১	
৩৭৫.	৮৪৭৮	১১০৭	০.৭৪	০.৭৪	

স্বাভাৱিক আশ্রয়  
সহযোগী কমিশনার (জমি)  
আঞ্চলিক কার্যালয়, নারায়ণগঞ্জ।

সিদ্ধান্ত  
সিদ্ধান্ত  
সিদ্ধান্ত

সিদ্ধান্ত  
সিদ্ধান্ত  
সিদ্ধান্ত

৫৫

ক্রমিক নং	দাগ ন	খতিয়ান নং	দাগের মোট জমির পরিমাণ	প্রস্তাবিত জমির পরিমাণ	মন্তব্য
৪২৯.	৮৫৩৩	২৮৯২	১.২১	১.২১	
৪৩০.	৮৫৩৪	৮৩৫	০.৪৭	০.৪৭	
৪৩১.	৮৫৩৫	৪০৬	০.৪২	০.৪২	
৪৩২.	৮৫৩৬	৪০২	০.৩৫	০.৩৫	
৪৩৩.	৮৫৩৭	১০০৭	১.১১	১.১১	
৪৩৪.	৮৫৩৮	৫৯৭	১.৮৬	১.৮৬	
৪৩৫.	৮৫৩৯	২০২৮	২.০১	২.০১	
৪৩৬.	৮৫৪০	৪০৭	১.৭০	১.৭০	
৪৩৭.	৮৫৪১	৪০১	১.৮৭	১.৮৭	
৪৩৮.	৮৫৪২	২৩১১	১.৮৮	১.৮৮	
৪৩৯.	৮৫৪৩	১৭১৬	০.৭৫	০.৭৫	
৪৪০.	৮৫৪৪	২৭১৩	৩.১০	৩.১০	
৪৪১.	৮৫৪৫	২০৯৫	০.৮১	০.৮১	
৪৪২.	৮৫৪৬	ঐ	১.০৩	১.০৩	
৪৪৩.	৮৫৪৭	২৩০৮	০.০৪	০.০৪	
৪৪৪.	৮৫৪৮	১৮৩১	০.০৪	০.০৪	
৪৪৫.	৮৫৪৯	২৭৮৫	০.০৩	০.০৩	
৪৪৬.	৮৫৫০	৯৫৫	০.০৬	০.০৬	
৪৪৭.	৮৫৫১	২০৯৫	১.০৮	১.০৮	
৪৪৮.	৮৫৫২	৯৫৪	০.১৩	০.১৩	
৪৪৯.	৮৫৫৩	৭০২	০.০৮	০.০৮	
৪৫০.	৮৫৫৪	২০৫৪	২.৬০	২.৬০	
৪৫১.	৮৫৫৫	৮৫৯	০.৬১	০.৬১	
৪৫২.	৮৫৫৬	ঐ	১.২০	১.২০	
৪৫৩.	৮৫৫৭	ঐ	০.৫০	০.৫০	
৪৫৪.	৮৫৫৮	০৯	১.১৫	১.১৫	
৪৫৫.	৮৫৫৯	২১০৬	০.৬২	০.৬২	
৪৫৬.	৮৫৬০	ঐ	০.৬২	০.৬২	
৪৫৭.	৮৫৬১	২১০৭	১.২৩	১.২৩	
৪৫৮.	৮৫৬২	১৫৭১	০.১৮	০.১৮	
৪৫৯.	৮৫৬৩	ঐ	০.১৪	০.১৪	
৪৬০.	৮৫৬৪	১৩৩৫	০.১১	০.১১	
৪৬১.	৮৫৬৫	২১০৬	০.৬২	০.৬২	
৪৬২.	৮৫৬৬	২১০৭	০.৬১	০.৬১	
৪৬৩.	৮৫৬৭	১৪৮৩	০.৬৬	০.৬৬	
৪৬৪.	৮৫৬৮	৩২৭	০.১৫	০.১৫	
৪৬৫.	৮৫৬৯	১৩২৪	০.৯৪	০.৯৪	
৪৬৬.	৮৫৭০	১৩৩৬	০.৩৭	০.৩৭	
৪৬৭.	৮৫৭১	২৪৪৯	০.৩১	০.৩১	
৪৬৮.	৮৫৭২	২৪৫০	০.৮২	০.৮২	
৪৬৯.	৮৫৭৩	৭২০	০.৮৪	০.৮৪	
৪৭০.	৮৫৭৪	১৬৮৬	০.৭৭	০.৭৭	
৪৭১.	৮৫৭৫	২০৮৫	০.৬৮	০.৬৮	
৪৭২.	৮৫৭৬	ঐ	০.৫৬	০.৫৬	
৪৭৩.	৮৫৭৭	ঐ	০.৪৬	০.৪৬	
৪৭৪.	৮৫৭৮	২৫৯৪	৩.৭০	৩.৭০	
৪৭৫.	৮৫৭৯	২০৪১	০.৮৬	০.৮৬	
৪৭৬.	৮৫৮০	৭০৪	০.৮৬	০.৮৬	
৪৭৭.	৮৫৮১	১৩৩৫	০.৮৬	০.৮৬	
৪৭৮.	৮৫৮২	২০৮৫	০.৪৯	০.৪৯	
৪৭৯.	৮৫৮৩	২৬৪৮	০.৫৮	০.৫৮	
৪৮০.	৮৫৮৪	২৯৭৭	০.৮০	০.৮০	
৪৮১.	৮৫৮৬	২০৮৩	১.৫৪	১.৫৪	
৪৮২.	৮৫৮৯	২০৮৩	০.১৭	০.১৭	

নাজমা আশরাফী  
সহকারী কমিশনার (ভূমি)  
আবু হাশিম জাঙ্গাল, নারায়ণগঞ্জ।

সিদ্ধান্ত  
২৫/১১/১৭  
মোঃ মনিরুজ্জামান  
ব্যবস্থাপক (যোগা সচিব)  
আঞ্চলিক অঞ্চল কর্তৃপক্ষ  
ঢাকা।

ক্রমিক নং	দাগ ন	বর্তমান নং	সহকারী জমির পরিমাণ	প্রস্তাবিত জমির পরিমাণ	মন্তব্য
৪৮৩.	৮৫২৩	২০৮০	১.৬৬	১.৬৬	
৪৮৪.	৮৫২১	২০৮৩	১.৪৬	১.৪৬	
৪৮৫.	৮৫২৩	২০৮০	১.৩৮	১.৩৮	
৪৮৬.	৮৬০১	১৩৪৪	১.৪৮	১.৪৮	
৪৮৭.	৮৬০২	১১৭০	১.৯০	১.৯০	
৪৮৮.	৮৬০৩	ঐ	১.২৭	১.২৭	
৪৮৯.	৮৬০৩	২১	২.০৮	২.০৮	
৪৯০.	৮৬০৩	১১০৫	২.৬১	২.৬১	
৪৯১.	৮৬০৩	২০৮৪	১.৮৫	১.৮৫	
৪৯২.	৮৬০৩	৯৮৯	১.২০	১.২০	
৪৯৩.	৮৬০৩	৭৪১	৩.৪২	৩.৪২	
৪৯৪.	৮৬০৩	১৪০৯	০.৭৭	০.৭৭	
৪৯৫.	৮৬১০	ঐ	০.৬১	০.৬১	
৪৯৬.	৮৬১১	ঐ	০.৫৪	০.৫৪	
৪৯৭.	৮৬১২	১৯৩১, ১৪০৯	০.৫৮	০.৫৮	
৪৯৮.	৮৬১৩	১৯৩১	১.০০	১.০০	
৪৯৯.	৮৬১৪	১৫৬৮	১.২৪	১.২৪	
৫০০.	৮৬১৫	১১৯	২.০৬	২.০৬	
৫০১.	৮৬১৬	ঐ	২.৩৯	২.৩৯	


মোট ব্যক্তি মালিকানা জমির পরিমাণ

ঃ- ১৫৭.৮৬ একর।

  
২৩/১/১৭

নাজমা আশরাফী  
সহকারী কমিশনার (ভূমি)  
আড়াইহাজার, নারায়ণগঞ্জ।

  
সিরাজুল আলম  
পরিচিতি নং-১০৪৮১  
ভূমি অধিদপ্তর কর্মকর্তা  
নারায়ণগঞ্জ।

  
২৬/৫/১৫  
মোঃ আমীর হোসেন খন্দকার  
ভূমি সহকারী কর্মকর্তা (ভারপ্রাপ্ত)  
কালাপাহাড়িয়া ইউনিয়ন ভূমি অফিস  
আড়াইহাজার, নারায়ণগঞ্জ।

মোঃ মনিরুল  
ব্যবস্থাপক (স্বা)  
বাংলাদেশ অর্থনৈতিক  
প্রধানমন্ত্রীর কার্যালয়

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***15.37. Annexure 37 – Baseline Monitoring report***

# ARAIHAZAR ECONOMIC ZONE

## Environmental Monitoring Report



(January, 2021)



## BANGLADESH ENVIRONMENTAL ENGINEERING TRAINING & LAB SERVICES LTD.

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## **EXECUTIVE SUMMARY**

Bangladesh has been depicting sound growth with Gross Domestic Product (GDP) growth rate ranging over 6% in the last decade. The country is taking rapid strides towards shaping up as a “developed economy” by 2041. The country aims to become efficiency driven economy in the future by focusing on efficient process and technology enablement to produce specialized products and to obviate the import dependency. For the economic development of nation of a country, investment is a crucial component that cannot be overlooked. Bangladesh has a broad market oriented economy and offers the most investor friendly regulatory regime in South Asia. The country provides trainable, enthusiastic, hardworking and competent labor force for labor intensive industries. Bangladesh is a highly populated country. Economic growth will enhance the purchasing power of that population and make the country a significantly big market. Bangladesh is endowed with abundant supply of natural gas, water, and its soil is very fertile. The Geographical location of the country is ideal for global trade with very convenient access to international sea and air route. Current government has targeted to make Bangladesh a middle income country within 2021 by creating economic zones in different investment sectors under the constitution of Bangladesh Economic Zone Authority (BEZA).

Araihazar Economic Zone is located in Araihazar Upazila of Narayanganj district in Dhaka division. The proposed EZ is adjacent to Meghna River and it has no direct road connectivity. Presently last mile connectivity to the proposed EZ is through Bishnandi ghat (~11 km). Dhaka-Chittagong highway (N1) is the nearest highway which is ~35 km from the proposed EZ (including ferry ride from Bishnandi ferry ghat). N1 connects the proposed EZ with Dhaka (~64 km), Comilla (~112 km) and Chittagong (~258 km). The nearest rail head is at Narsingdi which is at a distance of around 33 km from the proposed EZ. The nearest seaport at Chittagong is at a distance of ~258 km from the proposed EZ. Narayanganj river port nearest river port which is located at a distance of ~53 km from the proposed EZ

### **Air Quality Monitoring**

The condition of environmental quality in the locality of project site serves as the basis for identification, prediction and evaluation of impacts. The environmental quality was assessed through extensive field visits within the project impact zone for various components of the environment and in order to depict the existing physical environment in the project area.

The result found for ambient air quality monitoring shows concentrations of the SPM, SO<sub>2</sub> and NO<sub>2</sub> in the ambient air. From the results it is discernible that all the parameters are within the permissible limits.

### **Monitoring of Noise Level**

Noise is an important environmental physical pollutant. A survey by the U S. Federal Council of Science and Technology has revealed that noise is a technology generated problem and that the overall loudness of environmental noise doubles every ten years in pace with our social and industrial progress. This geometric progression wise growth of noise could be mind-boggling in view of the ever-increasing pace of technological growth. Noise quality has been measured instantly on the site by Noise level meter. At each location Leq data was taken uninterruptedly for 8 hours. At the time of measurement, whenever there was an interfering effect like mike noise, human voice from house and bazaar, vehicular sound, sound of machine and tool from workshop etc., was also recorded. According to the Department of Environment (ECR-1997), the standard for ambient noise level in the industrial zone is 75 decibels at day & 70 decibels at night. In that case all the results were found within the limit as per DoE Standards.

### **Monitoring of Surface & Ground Water**

Water quality is one of the important indicators of the environment. Presence of Meghna Rivers which is adjacent to the EZ provides source of surface water. Surface and Groundwater samples were collected from Meghna River and deep tube well respectively to understand the baseline condition of the water quality in the study area. Major physicochemical parameters such as pH, EC, TDS, BoD-5day, COD and Chlorine, of the surface water quality as well as TDS BOD-5day, COD, Turbidity, Total and Fecal Coliform and Total Iron of the ground water quality were measured in-situ during the field visit while the rests were measured in the lab.

For the groundwater, water sample was collected from the tube-wells at the identified area and tested in BEETLSL Environmental Laboratory. Most of the parameters of surface and ground water were found within the DoE standard except the BOD, COD and Total Coliform which may arise from poor housekeeping near the ground water location.

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**ABBREVIATIONS AND NOTATIONS**

ASTM	:	American Society for Testing and Materials
AASHTO	:	American Association of State Highway Transportation Official
BNBC	:	Bangladesh National Building Code American Petroleum Institute
B.M	:	Bench Mark
EGL	:	Existing Ground Level
F.M	:	Fineness Modulus
SBC	:	Safe Bearing Capacity
FoS	:	Factor of Safety
GWT	:	Ground Water Table
KN	:	Kilo Newton
LL	:	Liquid Limit
MN	:	Mega Newton
MPa	:	Mega Pascal
NBC	:	Net Bearing Capacity
TBM	:	Temporary Bench Mark
USCS	:	Unified Soil Classification System
UCT	:	Unconfined Compression Test
UD	:	Undisturbed Sample
Cc	:	Compression index
Cr	:	Recompression index
Cs	;	Swelling index
Cz	:	Coefficient of curvature
Cu	:	Coefficient of uniformity
cu	:	Undrained shear strength
C	:	Apparent cohesion
F	:	Silt factor
Fb	:	Unit end bearing
Fs	:	Unit skin friction
Nc	:	Bearing capacity factor
Qult	:	Ultimate load bearing capacity

$Q_s$	:	Friction or shaft friction or side shear of the pile
$Q_b$	:	Base or tip of the pile
$q_u$	:	Unconfined compression strength
$\sigma'_z$	:	Effective stress
$\Sigma$	:	Normal stress
$T$	:	Shearing stress
$E$	:	Strain

# 1 INTRODUCTION

## 1.1 Project Background

Araihazar Economic Zone government approved multi-sector Economic Zone in the country. The area of the economic zone is approximately 413 acres (out of which 157.86 acres is private land) and is located in Araihazar upazila, Narayanganj district of Dhaka division. The proposed EZ is adjacent to Meghna River and it has no direct road connectivity. Presently last mile connectivity to the proposed EZ is through Bishnandi ghat (~11 km). Dhaka-Chittagong highway (N1) is the nearest highway which is ~35 km from the proposed EZ (including ferry ride from Bishnandi ferry ghat). N1 connects the proposed EZ with Dhaka (~64 km), Comilla (~112 km) and Chittagong (~258 km). The nearest rail head is at Narsingdi which is at a distance of around 33 km from the proposed EZ. The nearest seaport at Chittagong is at a distance of ~258 km from the proposed EZ. Narayanganj river port nearest river port which is located at a distance of ~53 km from the proposed EZ. River Meghna is located adjacent to the proposed EZ which could act as source of surface water for the proposed EZ. The groundwater depth in the region of the proposed EZ varies from 40 to 50 ft. The nearest power source is Sonargaon grid sub-station (~15 km) with total capacity of 150 MvA. Nearest gas station is Haripur gas station which is located at a distance of ~37 km from the proposed EZ. Utility requirements (power, water and gas) and the possible strategies to source the same would be assessed in the draft final report. BEZA may request relevant nodal agencies to extend the utility connection to the proposed EZ.

Basic social infrastructure (medical, residential, and academic) are available in this region to cater to the requirements of unskilled and semi-skilled manpower. Quality social infrastructure (medical, residential, and academic facilities suitable for expats, executives and skilled human resources) is available in Dhaka (~64 km). Provisions will be evaluated in the draft final report to include adequate social infrastructure facilities that could serve the needs of skilled personnel and expats working in the proposed EZ.

The project is one of the environmental friendly projects. As enhancement plan, BEZA will develop a green belt in the EZ site, proper storm water drainage to prevent flooding and surface water will reduce pressure on ground water resources. However to ensure the proper planning at first it is necessary to identify the impact so baseline monitoring is essential issue. Bangladesh Environmental Engineering Training & Lab Services Ltd. (BEETLSL) project

team will perform the overall baseline survey for executing the said project for Environmental Compliance of the client.

## **1.2 Purpose of the Report**

The main purpose of this Environmental Baseline Monitoring Report is to understand the current conditions of the area, and how the project needs to be implemented considering these conditions. Second, it helps us assess and predict the possible environmental changes that could occur, once the project is underway.

## **1.3 Locations of the Project Areas**

The Araihazar Economic Zone is located in Araihazar upazila, Narayanganj district of Dhaka division. This economic zone is adjacent to a major channel of River Meghna River and it has no direct road connectivity. Presently last mile connectivity to the proposed EZ is through Bishnandi ghat (~ 11 km). Dhaka-Chittagong highway (N1) is the nearest highway which is ~35 km from the proposed EZ (including ferry ride from Bishnandi ferry ghat). N1 connects the proposed EZ with Dhaka (~64 km), Comilla (~112 km) and Chittagong (~258 km). The nearest rail head is at Narsingdi which is at a distance of around 33 km from the proposed EZ. The nearest seaport at Chittagong is at a distance of ~258 km from the proposed EZ. Narayanganj river port nearest river port which is located at a distance of ~53 km from the proposed EZ.





**Figure 1.1: Project location**

#### 1.4 Scope of Works

BEETLSL has been engaged by PricewaterhouseCoopers Private Limited (“PwC”) for preparing Environmental Baseline monitoring reports of Araihazar Economic Zone. A baseline study is essential in order to be able to determine the level of impact expected and to enable the monitoring of impacts after the development has occurred. According to the Technical specification, the environmental baseline report of this project includes following scope of work:

- Conducting primary monitoring for ambient air, ambient noise, groundwater and surface water as per the below scope in accordance to Bangladesh DoE, WHO, etc. Guidelines;
- Baseline Monitoring report by elaborating sampling, preservation technique, transportation and analysis methodology for each and every parameters;
- The baseline monitoring report must explain results with proper inferences and compare with prevailing standards of DoE-Bangladesh, WHO, etc. and
- Photographs and GPS coordinates for all the monitoring / sampling locations must be taken and should be presented in the report.

**Table 1.1:** Primary monitoring for ambient air, ambient noise, groundwater and surface water

<b>Environmental Component</b>	<b>Parameters/Activities</b>
<b>Air Quality</b>	SO <sub>2</sub> , NO <sub>2</sub> , SPM.
<b>Noise Measurement</b>	(Leq) (8 hours average days and nights as per DoE requirement)
<b>Surface Water Quality</b>	pH, Total Dissolved Solids (TDS), EC, BOD <sub>5</sub> day, COD, Chlorine.
<b>Groundwater Quality</b>	Total Dissolved Solid (TDS), BOD <sub>5</sub> , COD, Turbidity, Total Coliform, Fecal Coliform, Total Iron.

## **2 LEGISLATIVE, REGULATION AND POLICY CONSIDERATION**

### **2.1 The Bangladesh Environment Conservation Act of 1995 (ECA, 1995)**

The Bangladesh Environment Conservation Act of 1995 (ECA, 1995) is the key legislation in relation to environment protection in Bangladesh. This Act is promulgated for environment conservation, standards, development, pollution control, and abatement. It has repealed the Environment Pollution Control Ordinance of 1977. The Act has been amended in 2000, 2002, 2007 and 2010. This law governs all environmental degradation and pollution management issues including impacts management due to implementation of any development projects as well.

The main objectives of the Act are:

- Conservation and improvement of the environment; and
- Control and mitigation of pollution of the environment.

The main strategies of the Act can be summarized as:

- Declaration of ecologically critical areas and restriction on the operations and processes, which can or cannot be carried/initiated in the ecologically critical areas;
- Regulations in respect of vehicles emitting smoke harmful for the environment;
- Environmental clearance;
- Regulation of the industries and other development activities' discharge permits;
- Promulgation of standards of ECR (1997) and also IFC HES standards guidelines (whichever is stringent) for quality of air, water, noise and soil for different areas for different purposes;
- Promulgation of a IFC HES thermal power plant standard limit for discharging and emitting waste; and
- Formulation and declaration of environmental guidelines (ECR, 1997).

### **2.2 The Bangladesh Environment Conservation Act (Amendment), 2000 Focuses on**

(1) Ascertaining responsibility for Compensation in cases of damage to ecosystems, (2) increased provision of punitive measures both for fines and imprisonment and (3) fixing authority on cognizance of offences.

### **2.3 The Bangladesh Environment Conservation Act (Amendment), 2002 Elaborates on**

(1) restriction on polluting automobiles, (2) restriction on the sale and production of environmentally harmful items like polythene bags, (3) assistance from law enforcement agencies for environmental actions, (4) break up of punitive measures and (5) authority to try environmental cases.

### **2.4 The Bangladesh Environment Conservation Act (Amendment), 2010**

This act introduces new rules & restriction on: a) Ensure proper management of hazardous wastes to prevent environmental pollution and Health Risk, b) No remarked water body cannot be filled up/changed; in case of national interest; it can be done after getting clearance from the respective department; and c) Emitter of any activities/incident will be bound to control emission of environmental pollutants that exceeds the existing emission standards (d) Government may declare any ecosystem as “Ecologically Critical Area(ECA)” if it appears to be degraded or expected to be degraded and take all precaution measures to protect that ecosystem. In addition, Government shall stop any ongoing activities and will not allow any new developments in the ecosystem after declaration of “Ecologically Critical Area”.

### **2.5 The Bangladesh Environment Conservation Rules, 1997**

This is the first set of rules, promulgated under the ECA, 95 (so far there have been three amendments to this set of rules – February and August 2002 and April 2003). The Environment Conservation Rules of 1997 has provided categorization of industries and Projects and identified types of environmental assessments needed against respective categories of industries or Projects.

Among other things, these rules set (i) the National Environmental Quality Standards for ambient air, various types of water, industrial effluent, emission, noise, vehicular exhaust etc., (ii) the requirement for and procedures to obtain environmental clearance, and (iii) the requirement for IEE and EIA’s according to categories of industrial and other development interventions.

### **2.6 Noise Pollution (Control) Rules, 2006**

Noise Pollution (Control) Rules, 2006 gives the authority to all the Union Councils, Paurasabhas, City Corporations, City Development Authority (i.e. RAJUK, CDA, KDA, RDA etc.) to mark off the areas under their jurisdiction as silent, residential, mixed, commercial or industrial. They should also put signs to mark those areas. The act also

describes the approved standard limit of sound in the added schedule 1 and 2. In the schedule 1, silent area means area up-to a radius of 100 meters around hospitals or educational institutions or special institutions/ establishments identified/to be identified by the government. In the silent area it is prohibited to use any kind of horns of vehicles, audio signals and loudspeakers.

## **2.7 The Bangladesh Water Act 2013**

The Bangladesh Water Act. 2013 was passed by the Government on 6 November 2013 to ensure “integrated development, management, abstraction, distribution, use, protection and conservation of water resources”. By virtue of this Act, all rights over surface water, ground water, sea water rain water and water in the atmosphere is vested on the State. Notwithstanding the above, “rights over the surface water on any private land shall remain with the owners of such land”, and such right to use the water shall be subject to the provision of the Act. Furthermore, under the provisions of this Act, “right to potable water, and to water for hygiene and sanitation shall be treated as the highest priority right”.

The Act makes a provision for constituting a National Water Resources Council headed by the Prime Minister. The Council is the highest decision making body and is empowered to make policies, give instructions to develop National Water Resources Plan for integrated development and safe abstraction of water and its proper use to ensure protection and conservation of water resources. The Council is also mandated to approve the National Water Resources Plan and ensure its implementation, as well as give advice to the Government to enter into agreement through signing memorandum of understanding and/or signing conventions and treaty with any Government and international or regional organization to undertake joint survey, exchange data/information with respect to common water resources and its abstraction and development and undertaking joint measures to prevent pollution of common water resources.

The Act also makes a provision for approving national water resources plan prepared in accordance with the Water Resources Planning Act, 1992 containing among others the following matters namely:

- Analysis of economic , natural, social, political, environmental, and ecological and institutional elements, characteristics and impact of water resources;
- Integrated use of surface and ground water emphasizing the highest possible use of rain water;
- Determination of water quality standard;

- Fixation of priority of water use.

The Act also makes further provision for:

- declaration of water stress area and management thereof;
- preferential use of water in the water stress area and exemption thereof;
- fixing the lowest safe yield level of aquifer and restrictions on abstracting groundwater; and
- Protection of flood control embankment, which states “to ensure the sustainability of the flood control embankment, no person shall, without the permission of the appropriate authority, be allowed to construct any house, establishment or any other structure on, or on the slope of such embankment.”

Finally, if anybody deliberately violates or ignore the responsibility or protection under this Act, in that case, under the provisions of sub-section (2), she/he will get maximum of 5 years imprisonment or maximum Tk. 10,000 as financial punishment or both the punishments.

## **2.8 IFC Safeguard Policies**

The International Finance Corporation (IFC) developed its Sustainability Framework in 2006, which articulates its strategic commitment to sustainable development. The IFC's Environmental and Social Performance Standards, part of the overall Sustainability Framework, have been adopted by many as an international benchmark for identifying and managing environmental and social risks within the private sector.

### 3 METHODOLOGY

Araihazar Economic Zone is located at Araihazar upazila, Narayanganj district of Dhaka division. The proposed EZ is adjacent to Meghna River and it has no direct road connectivity. Presently last mile connectivity to the proposed EZ is through Bishnandi ghat (~ 11 km). Dhaka-Chittagong highway (N1) is the nearest highway which is ~35 km from the proposed EZ (including ferry ride from Bishnandi ferry ghat). N1 connects the proposed EZ with Dhaka (~64 km), Comilla (~112 km) and Chittagong (~258 km). The nearest rail head is at Narsingdi which is at a distance of around 33 km from the proposed EZ. The nearest seaport at Chittagong is at a distance of ~258 km from the proposed EZ. Narayanganj river port nearest river port which is located at a distance of ~53 km from the proposed EZ.

#### 3.1 Sampling Details

Sampling location for primary monitoring for ambient air, ambient noise, ground-water and surface water are given below:



Fig 3.1: Sample Location

**Table 3.1:** Sampling locations for primary monitoring of ambient air, ambient noise, groundwater and surface water

Environmental Component	Number of Sample	Geographical Location	
		Latitude	Longitude
Air Quality	01	23°41'0.35"N	90°41'23.39"E
Noise Measurement	01	23°41'36.97"N	90°41'38.28"E
Groundwater Quality	01	23°41'36.62"N	90°41'49.86"E
Surface Water Quality	01	23°41'51.44"N	90°41'16.98"E

Sample were collected with following time duration:

**Table 3.2:** Time Duration of Sample Collection

Date & Time	Day Time (January 14, 2021) AM										Night Time (January 14, 2021) PM						Night Time (January 15, 2021) AM					Day Time (Jan 15, 2021) PM		
	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07
Air Quality																								
Noise Measurement																								
Groundwater Quality																								
Surface Water Quality																								

### 3.2 Methodology of Determining Air Quality Parameters

Ambient air sample is collected from the site using Respirable Dust Sampler Lata Envirotech APM-860 for SPM with an attachment APM 411TE to measure ambient gaseous compounds (SO<sub>2</sub>, NO<sub>2</sub>). The APM 860 system is a manual method for sampling SPM and is based on



impactor designs standardized by USEPA for ambient air quality monitoring. The collected samples are analyzed as per standard procedure to determine all parameters in the BEETSLS laboratory.

### 3.2.1 SPM (Suspended Particulate Matter) Gravimetric Method

\*Filter Preparation –Expose each filter to the light source and inspect for pinholes, particles and other imperfection s hall not are used. A small brush is useful for removing particles. Equilibrate the filters in the filter conditioning environment for 24 hours. Weigh the filters to the nearest milligram; record tare and filter identification number. Do not bend or fold the filter before collection of the sample.

\*Sample Collection: Open the shelter. Loosen the wing nuts, and remove the face plate from the filter holder. Install the numbered, pre-weighed, glass-fiber filter in position (rough side up). Replace the face plate without disturbing the filter and fasten securely under tightening will allow air leakage. Over tightening will damage the sponge-rubber face plate gasket. A very light application of talcum powder may be used on the sponge-rubber face-plate gasket to prevent the filter from sticking. During inclement weather the sampler may be removed to a protected area for filter change.

\*Close the roof of the shelter run the sampler for about 5 minutes, connect the rotameter to the nipple on the lock of the sampler and lead the rotameter ball with rotameter in the vertical position. Estimate to the nearest whole number. If the ball is fluctuating rapidly, tap the rotameter and slowly straighten it until the ball gives a constant reading. Disconnect the rotameter from the nipple; record the initial rotameter reading and the starting time and date on the filter holder. Note – The rotameter should never be connected to the sampler except when the flow is being measured.

\*Collect the sample for 24 hours and take a final rotameter reading .Record the final rotameter reading and ending time and date on the filter holder. Remove the face-plate as described above and carefully remove the filter from the holder, touching only the outer edges. Fold the filter lengthways so that only surfaces with collected particulate are in contact and place in special folder. Record on the folder the filter number. Location and any other factors, such as meteorological conditions arising of nearby buildings that might affect the results.

### 3.2.2 Sulfur Dioxide (SO<sub>2</sub>): Principle of west-geake method:

When air containing SO<sub>2</sub> is bubbled through potassium tetrachloromercurate solution (absorbent) taken in the impinge,SO<sub>2</sub> forms a stable dichlorosulphitomercurate complex

(DCSM). This complex is not oxidized by the oxygen of air of that remains dissolved in the absorbent containing DCSM is then treated with pararosaniline and formaldehyde to form an intense red-violet color. The intensity of this occurrence is directly related to the amount of SO<sub>2</sub> absorbed and is measured colorimetrically by spectrophotometer. The quantity of SO<sub>2</sub> is then obtained from a calibration curve prepared earlier. The absorbents are relatively stable. Losses of SO<sub>2</sub> from the sample may occur at a rate of one percent per day at 22°C. No measurable loss is found to occur when stored at 5°C for 30 days.

### 3.2.3 Nitrogen Dioxide (NO<sub>2</sub>):

Measurement of Nitrogen Dioxide in Ambient Air:

**Principle:** NO<sub>2</sub> is absorbed in an alkaline solution (NaOH-sodium arsenite solution) where in it forms sodium nitrite which is quite stable. The solution is then freed of possible SO<sub>2</sub> interference, by treatment with H<sub>2</sub>O<sub>2</sub> and acidified. The nitrite ion reacts with sulphanilamide phosphoric acid solution to form a diazonium salt which couples with NEDA to form a deep colored azo dye. Absorbance due to this color is measured in spectrophotometer against a blank. **Analysis Procedure:**

- At the end of the stipulated sampling period note the flowmeter reading and switch off the air pump.
- Make up the exposed absorbent volume to 20 ml with distilled water to compensate for any loss of water due to evaporation during sampling.
- Transfer by pipetting 10 ml of the exposed absorbent into a test tube. Add 1.0 ml of H<sub>2</sub>O<sub>2</sub> solution, 10.0 of sulphanilamide solution and 1.4 ml of NEDA with thorough mixing after the addition of each reagent. A 10ml unexposed absorbent taken in another test tube and treated similarly serves as the reagent blank for colorimetry.
- After 10 min color development period, the absorbance/transmittance of the exposed sample is measured with a spectrophotometer at 540nm against the reagent blank, microgram of NO<sub>2</sub> per ml is read from the calibration curve.



*Figure 3.2: Air Quality Test at day and night time*

### 3.3 Methodology of Noise Level Analysis

The noise levels were measured with the help of a portable precision digital sound level meter (Model-SI-4033DS, made in Taiwan). The instrument calibration was achieved using manufacturer supplied pistaphone calibrator capable of producing known sound pressure level.

Sampling was done to measure the Sound Level for day time and night time of the Tangail Economic Zone.

During the sampling procedure, the instruction stated in the Work Instruction **EN-N\_00** was followed.

Instrument Specification is given below:

**Table 3.3: Instrument Specification for Noise Level**

Instrument Name	Resolution	Measuring Range	Accuracy
<b>Digital Sound Level Meter</b>	0.1 dB.	35 to 130 dB.	± 5 dB.



**Figure 3.3: Noise Inspection at day and night time**

### 3.4 Methodology of Surface water quality Test:

Surface water quality parameters such as, pH, Total Dissolved Solids (TDS), EC, BOD<sub>5</sub>, COD, Chlorine were measure among which major physicochemical properties such as pH, EC, TDS were measure in-situ during the field visit while the rests were measured in the laboratory. Values of different parameters of the surface water quality with reference to the DoE standard are given in result and discussion part. It shows that all values are within the standard limit except Turbidity. For Surface water quality test APHA22ndEDN.2012 guideline was followed.



*Figure 3.4: Surface Water Sample Collection*

### 3.5 Methodology of Ground water Quality Test

Groundwater samples have been collected from the tube wells of the nearby community of the study area to understand the groundwater quality. The sample has been investigated from laboratory test. For Ground water quality test APHA22<sup>nd</sup>EDN.2012 guideline was followed.



*Figure 3.5: Ground Water Sample Collection*

## 4 RESULT AND DISCUSSION:

### 4.1 Ambient Air Quality Monitoring Result:

<b>Project Name</b>	<b>Araihazar Economic Zone</b>
<b>Project Location</b>	Araihazar Upazila, Narayanganj, Dhaka.
<b>Geographical Location</b>	23°41'0.35"N & 90°41'23.39"E
<b>Sampling Date</b>	January 14, 2021 (8.00 AM) to January 15, 2021 (7.59 AM)
<b>Reporting Date</b>	January 23, 2021
<b>Sample Collector</b>	BEETLSL Team

#### Test Result of Ambient Air Quality Analysis

**Table 4.1: Test Result of Ambient Air Quality Analysis**

Parameter	Unit	Concentration Present AQ 1	IFC Standard mg/m <sup>3</sup>	Bangladesh Standard**	Duration (hours)	Method of Analysis
SPM	µg/m <sup>3</sup>	107	-	200	24 Hr	Gravimetric
SO <sub>2</sub>	µg/m <sup>3</sup>	9.45	125	365	24 Hr	West- Geake
NO <sub>2</sub>	µg/m <sup>3</sup>	9.72	200 (1 Hr)	NYS	24 Hr	Jacob and Hochheiser

*Note:*

- The Bangladesh National Ambient Air Quality Standards have been taken from the Environmental Conservation Rules, 1997 which was amended on 19th July 2005 vide S.R.O. No. 220-Law/2005.
- WHO Ambient Air Quality Guideline Values (2005 and 2000), which are also being referred in the World Bank and IFC's General EHS Guidelines (2007)
- NYS: Not Yet Standardized

## Description of the Surrounding Environment

**Table 4.2: Description of the Surrounding Environment**

Location		Sample site description
<b>Araihazar Zone</b>	<b>Economic</b>	<ul style="list-style-type: none"> <li>➤ Weather Condition:               <ul style="list-style-type: none"> <li>• Weather: Sunny</li> <li>• Temperature 25° C,</li> <li>• Wind: 6,9 km/h</li> <li>• Humidity: 64%</li> </ul> </li> <li>➤ Sampling site was bare land.</li> <li>➤ The site was fully empty, no traffic were observed in there.</li> <li>➤ Very low people movement was observed in there.</li> </ul>

**Comments:** Air sample has been carried out by high volume dust sampler at the identified geographical location of the Araihazar Economic Zone. Approved analytical methods have been applied for estimation of air pollutants. The level of concentrations of air pollutants were within the limit of Environmental Conservation Rules 1997 of Bangladesh (Amendment 2005) and IFC's General EHS Guidelines (2007).

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## 4.2 Noise Inspection Results:

<b>Project Name</b>	Araihazar Economic Zone
<b>Project Location</b>	Araihazar Upazila, Narayanganj, Dhaka
<b>Geographical Location</b>	23°41'36.97"N & 90°41'38.28"E
<b>Sampling Date</b>	January 14, 2021 (9.00 AM) to January 15, 2021 (2.00 AM)
<b>Reporting Date</b>	January 23, 2021
<b>Sample Collector</b>	BEETLSL Team

### Test Method:

The noise levels were measured with the help of a portable precision digital sound level meter (Model-SI-4033DS, made in Taiwan). The instrument calibration was achieved using manufacturer supplied piston phone calibrator capable of producing known sound pressure level.

### Instrument's Specifications:

<b>Instrument Name</b>	Digital Sound Level Meter	<b>Resolution</b>	0.1 dB.
<b>Measuring Range</b>	35 to 130 dB.	<b>Accuracy</b>	± 5 dB.

**Table 4.3:** Inspection Result of Noise Level

Sample ID	Sample Location	Land Use Category	Time				Noise Level (dBA)(LAeq)	
			Day		Night		Day	Night
			Start	End	Start	End		
N1	Araihazar Economic Zone	Industrial Zone	9.00 AM	4.59 PM	6.00 PM	1.59 AM	67.9	45.6
<b>Noise level standard:</b>								
Bangladesh ECR -			Day Time			Night Time		



<b>1997 Standard for</b>		
<b>Industrial area</b>	<b>75</b>	<b>70</b>
<b>Commercial</b>	<b>70</b>	<b>60</b>
<b>Mixed area</b>	<b>60</b>	<b>50</b>
<b>Residential area</b>	<b>55</b>	<b>45</b>
<b>World Bank / IFC Standard</b>	<b>Day Time</b>	<b>Night Time</b>
<b>Industrial area</b>	<b>70</b>	<b>70</b>
<b>Residential; Intuitional; Educational</b>	<b>55</b>	<b>45</b>

*Notes:*

- Land use category is based on the classification provided in the Noise Pollution Control Rules (2006)
- Abbreviation: NM- Noise Measurement, dB- decibel

<b>Location</b>		<b>Sample site description</b>
<b>Araihazar Zone</b>	<b>Economic</b>	<ul style="list-style-type: none"> <li>➤ Weather Condition: <ul style="list-style-type: none"> <li>• Weather: Sunny</li> <li>• Temperature 23° C,</li> <li>• Wind: S 6 km/h</li> <li>• Humidity: 64%</li> </ul> </li> <li>➤ Sampling site was bare land.</li> <li>➤ The site was fully empty, no construction and traffic were observed in there.</li> <li>➤ Very low people movement was observed in there.</li> </ul>

**Comments:** In-situ noise levels for both day and night time have collected from the sample locations of the Araihazar Economic Zone. **LAeq** data of 8 hours represent that the noise levels were found below the standard limit of Department of Environment, Govt. of Bangladesh and IFC/WB standard.

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## 4.3 Surface Water Quality test result

<b>Sample Ref. No : 2021.01.SW-12</b>		<b>Delivery Date : 23.01.2021</b>	
<b>Sample Location : Araihazar Economic Zone</b>		Address: Narayanganj, Dhaka.	
<b>Sample Collected by : BEETLSL Team</b>		Sampling Date : 14.01.2021	
<b>Client Rf. No. &amp; Date: 2021.01-BEETLSL-12; 23.01. 2021</b>		Geographical Location: 23°41'51.44"N & 90°41'16.98"E	
<b>Name of Test :</b> Physical/ Chemical/ Biological Analysis of Surface Water			

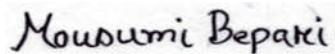
Table 4.4: Test Report of Surface Water (River Water)

SL No.	Surface Water Upstream	Concentration Present	Unit	ECR 1997 Standard for Surface Water	Methods of Analysis
1.	p <sup>H</sup>	7.8	mg/L	6-9	APHA22 <sup>nd</sup> EDN.2012 (4500H+B)
2.	Electrical Conductivity (EC)	86.7	μS/cm	1200	APHA22 <sup>nd</sup> EDN.2012 (2510 B)
3.	Total Dissolved Solids (TDS)	183	mg/L	2100	APHA22 <sup>nd</sup> EDN.2012 (2540C)
4.	BOD <sub>5</sub>	22.5	mg/L	50	APHA22 <sup>nd</sup> EDN.2012 (5210 B)
5.	COD	49	mg/L	200	APHA22 <sup>nd</sup> EDN.2012 (5220 B)

6.	Chloride (Cl) <sup>-</sup>	24.5	mg/L	600	APHA22ndEDN.2 012 (4500 Cl <sup>-</sup> )
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**Comment:**

Surface water samples were collected on 14<sup>th</sup> January, 2021. The locations along with results are given in Table 4.3. The test result shows that all the tested parameters are within the national standard set by government of Bangladesh.

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#### 4.4 Drinking Water Quality test result

Sample Ref. No : 2021.01.DW-13	Delivery Date : 23.01.2021
Sample Location : Araihazar Economic Zone	Address: Araihaar, Narayanganj, Dhaka.
Sample Collected by : BEETLSL Team	Sampling Date : 14.01.2021
Client Rf. No. & Date: 2021.01-BEETLSL-13; 23.01. 2021	Geographic Location: 23°41'36.62"N & 90°41'49.86"E
Name of Test :	Physical/ Chemical/ Biological Analysis of Drinking Water

#### Test Report: Drinking Water (Tube well Water)

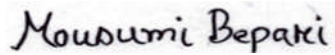
**Table 4.5:** Test Report of Drinking Water (Tubewell Water)

SL No.	Surface Water Upstream	Concentration Present	Unit	ECR 1997 Standard for Drinking Water	Methods of Analysis
1.	Total Dissolved Solids (TDS)	158	mg/L	1000	APHA22ndEDN.2012 (2540C)
2.	BOD	8.7	mg/L	0.2	APHA22ndEDN.2012 (5210 B)
3.	COD	10	mg/L	4	APHA22ndEDN.2012 (5220 B)
4.	Turbidity	0.51	NTU	10	APHA22ndEDN.2012 (2130 B)
5.	Total Coliform (TC)	10	CFU/100 ml	0.00	APHA22ndEDN.2012 (9222H)
6.	Fecal Coliform (FC)	00	CFU/100 ml	0.00	APHA22ndEDN.2012 (9222B)

7.	Total Iron (Fe)	0.25	mg/L	0.3-1.0	APHA22ndEDN.2012 (3500- Fe)
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**Comment:**

Ground water samples were collected from project area on 14<sup>th</sup> January, 2021. The locations along with results are given in Table 4.4. The test result shows that all the tested parameters are within the national standard set by government of Bangladesh except Total Coliform and BOD.

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## 5 INTERPRETATION

### 5.1 Air Quality Monitoring Report:

#### Particulate Matter (SPM):

Particulate matter is the general term used to describe a mixture of solid and liquid particles in air including dust, soot, smoke, and dirt. Normally SPM is partial matter less than 100 micron, Exposure of this SPM can cause respiratory morbidity, impaired lung function and irritation. It may also be carcinogenic. This pollution is sometimes referred to as “black carbon pollution”. Ambient air quality report reflects that SPM is within the standard according the Bangladesh Ambient Air Quality Standard ECR 1997, Schedule 2 so that it can be interpret that the air is good for human health and other living thing.

#### Gaseous Pollutant (NO<sub>2</sub>):

Oxides of Nitrogen are a noxious gas. It's highly reactive and formed when fuel is burned at high temperature. The main sources are motor vehicles, engine water vessel with, generator and industrial fuel burning instruments. Nitrogen dioxide can cause respiratory problems. It can also take part in the chemical reactions in the atmosphere to form corrosive nitric acid and can also react with sunlight to form ground level ozone Long term exposure can decrease lung function, increase the risk of respiratory conditions and increases the response to allergens. Results revealed that concentration of NO<sub>2</sub> is within the standard of *WHO Ambient Air Quality Guideline Values (2005 and 2000)*, which are also being referred in the *World Bank and IFC's General EHS Guidelines (2007)* On the other hand DoE yet not set any standard on it.

#### Gaseous Pollutant SO<sub>2</sub>:

Sulfur dioxide (SO<sub>x</sub>) is a gas that is often produced in the burning of fossil fuels containing Sulphur. It can cause respiratory problems and damage vegetation. Sulfur dioxide dissolves easily in water and therefore can contribute to acid rain, once it released into the atmosphere. To know the concentration of SO<sub>2</sub> ambient air quality was tested. Results

revealed that concentration of SO<sub>2</sub> is within the standard of according the Bangladesh Ambient Air Quality Standard ECR 1997, Schedule 2 so that it can be interpret that the air is good for human health, agriculture and other living thing. As well as it will not contribute to create acid rain..

### **5.2 Interpretation on Noise Inspection Report:**

Exposure to loud **noise** can also cause high blood pressure, heart disease, sleep disturbances, and stress. **Noise pollution** also **impacts** the environmental health and well-being of wildlife. Study area falls on industrial area. Day time and night time data were monitored. Results revealed that noise level is within the standard of according the ECR 1997, Schedule 4 so that it can be interpret that present sound level is good for human health and other living thing. However during construction period noise level may increase

### **5.3 Interpretation on Ground water Test Report:**

Ground water samples were collected from project area on 11<sup>th</sup> January, 2021. The locations along with results are given in Table 4.5. The test result shows that most of the tested parameters are within the national standard set by government of Bangladesh except Total Coliform, COD and BOD though no toilet or any polluted area was observed near the tube well.

Presence of Total Coliform, BOD and COD is correlated with each other. Total Coliform, BOD and COD indicators have a significant meaning in environmental studies because of their ability to indicate the pollutant strength of polluted water. However present drinking water is not completely safe. Since fecal coliform is present, water borne diseases may take place any time.

### **5.4 Interpretation on surface water Test Report:**

Surface water samples were collected from nearest water body on 11<sup>th</sup> January, 2021. The locations along with results are given in Table 4.4. The test result shows that most of the tested parameters are within the national standard set by government of Bangladesh.



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***15.38. Annexure 38 –High Flood Level data of the region***

River	StationID	Station Name	Date	Max_WL(m)	Min_WL(m)
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-80	1.68	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-80	1.75	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-80	1.77	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-80	1.8	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-80	1.83	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-80	1.74	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-80	1.64	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-80	1.55	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-80	1.52	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-80	1.66	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-80	1.87	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-80	1.96	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-80	2.06	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-80	2.16	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-80	2.22	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-80	2.35	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-80	2.41	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-80	2.47	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-80	2.39	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-80	2.26	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-80	2.12	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-80	1.96	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-80	2.04	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-80	2.14	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-80	2.24	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-80	2.32	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-80	2.35	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-80	2.41	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-80	2.56	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-80	2.61	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-80	2.64	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-80	2.7	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-80	2.67	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-80	2.68	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-80	2.77	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-80	1.74	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-80	1.64	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-80	1.55	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-80	1.52	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-80	1.66	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-80	2.94	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-80	3.03	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-80	3.05	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-80	3.06	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-80	3.09	2.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-80	3.11	2.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-80	3.12	2.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-80	3.11	2.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-80	3.08	2.73

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-80	3.03	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-80	2.94	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-80	2.92	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-80	2.83	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-80	2.79	2.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-80	2.83	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-80	2.91	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-80	3.02	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-80	3.06	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-80	3.11	2.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-80	3.23	2.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-80	3.31	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-80	3.35	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-80	3.31	3.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-80	3.26	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-80	3.22	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-80	3.2	2.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-80	3.18	2.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-80	3.25	2.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-80	3.2	2.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-80	3.25	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-80	3.06	2.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-80	3.43	2.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-80	3.49	3.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-80	3.54	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-80	3.57	3.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-80	3.66	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-80	3.76	3.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-80	3.86	3.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-80	3.93	3.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-80	4.01	3.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-80	4.05	3.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-80	4.08	3.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-80	4.11	3.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-80	4.16	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-80	4.19	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-80	4.24	4.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-80	4.28	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-80	4.31	4.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-80	4.28	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-80	4.27	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-80	4.24	4.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-80	4.28	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-80	4.39	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-80	4.37	4.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-80	4.27	4.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-80	4.19	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-80	4.21	4.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-80	4.24	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-80	4.24	4.02

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-80	4.22	4.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-80	4.24	4.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-80	4.25	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-80	4.27	4.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-80	4.28	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-80	4.3	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-80	4.33	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-80	4.37	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-80	4.39	4.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-80	4.42	4.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-80	4.48	4.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-80	4.56	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-80	4.62	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-80	4.66	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-80	4.69	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-80	4.77	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-80	4.92	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-80	5.06	4.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-80	5.15	5.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-80	5.21	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-80	5.23	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-80	5.23	5.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-80	5.24	5.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-80	5.23	5.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-80	5.21	5.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-80	5.18	5.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-80	5.17	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-80	5.14	5.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-80	5.12	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-80	5.07	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-80	5.1	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-80	5.15	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-80	5.17	5.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-80	5.2	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-80	5.24	5.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-80	5.27	5.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-80	5.32	5.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-80	5.35	5.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-80	5.39	5.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-80	5.42	5.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-80	5.44	5.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-80	5.47	5.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-80	5.49	5.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-80	5.52	5.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-80	5.59	5.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-80	5.65	5.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-80	5.72	5.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-80	5.72	5.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-80	5.73	5.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-80	5.82	5.73

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-80	5.79	5.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-80	5.76	5.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-80	5.72	5.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-80	5.67	5.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-80	5.59	5.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-80	5.55	5.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-80	5.42	5.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-80	5.46	5.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-80	5.42	5.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-80	5.36	5.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-80	5.36	5.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-80	5.35	5.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-80	5.33	5.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-80	5.33	5.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-80	5.32	5.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-80	5.3	5.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-80	5.29	5.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-80	5.23	5.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-80	5.17	5.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-80	5.14	5.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-80	5.12	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-80	5.09	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-80	5.07	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-80	5.06	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-80	4.97	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-80	4.86	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-80	4.78	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-80	4.72	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-80	4.69	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-80	4.77	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-80	4.83	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-80	4.82	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-80	4.77	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-80	4.74	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-80	4.66	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-80	4.62	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-80	4.59	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-80	4.57	4.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-80	4.51	4.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-80	4.51	4.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-80	4.48	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-80	4.42	4.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-80	4.39	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-80	4.31	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-80	4.25	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-80	4.19	3.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-80	4.13	3.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-80	4.05	3.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-80	4.01	3.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-80	3.93	3.7

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-80	3.86	3.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-80	3.79	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-80	3.75	3.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-80	3.76	3.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-80	3.79	3.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-80	3.83	3.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-80	3.84	3.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-80	3.9	3.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-80	3.95	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-80	3.95	3.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-80	3.93	3.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-80	3.83	3.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-80	3.7	3.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-80	3.61	3.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-80	3.47	3.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-80	3.41	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-80	3.37	3.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-80	3.32	3.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-80	3.26	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-80	3.23	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-80	3.2	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-80	3.15	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-80	3.15	2.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-80	3.09	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-80	3.09	2.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-80	3.08	2.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-80	3.05	2.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-80	3	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-80	2.97	2.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-80	2.9	2.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-80	2.85	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-80	2.77	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-80	2.71	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-80	2.7	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-80	2.65	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-80	2.7	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-80	2.73	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-80	2.79	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-80	2.79	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-80	2.67	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-80	2.56	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-80	2.41	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-80	2.33	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-80	2.26	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-80	2.16	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-80	2.12	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-80	2	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-80	1.89	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-80	1.9	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-80	1.95	1.58

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-80	2.45	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-80	2.18	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-80	2.26	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-80	2.29	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-80	2.29	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-80	2.29	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-80	2.26	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-80	2.18	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-80	2.06	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-80	1.98	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-80	1.89	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-80	1.83	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-80	1.86	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-80	1.95	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-80	2.01	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-80	2.12	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-80	2.16	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-80	2.18	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-80	2.13	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-80	2.09	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-80	2.06	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-80	1.95	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-80	1.8	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-80	1.72	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-80	1.68	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-80	1.62	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-81	1.62	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-81	1.66	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-81	1.72	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-81	1.77	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-81	1.8	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-81	1.86	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-81	1.94	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-81	1.95	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-81	1.87	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-81	1.8	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-81	1.77	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-81	1.68	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-81	1.58	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-81	1.48	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-81	1.42	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-81	1.43	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-81	1.49	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-81	1.58	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-81	1.72	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-81	1.8	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-81	1.84	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-81	1.81	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-81	1.78	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-81	1.78	1.28

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-81	1.68	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-81	1.57	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-81	1.45	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-81	1.28	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-81	1.19	0.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-81	1.1	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-81	1.11	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-81	1.17	0.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-81	1.28	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-81	1.37	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-81	1.43	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-81	1.49	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-81	1.6	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-81	1.68	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-81	1.72	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-81	1.71	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-81	1.57	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-81	1.48	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-81	1.42	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-81	1.58	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-81	1.48	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-81	1.2	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-81	1.16	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-81	1.25	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-81	1.39	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-81	1.52	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-81	1.63	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-81	1.6	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-81	1.55	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-81	1.49	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-81	1.45	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-81	1.4	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-81	1.37	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-81	1.32	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-81	1.25	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-81	1.17	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-81	1.19	0.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-81	1.28	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-81	1.45	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-81	1.54	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-81	1.62	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-81	1.69	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-81	1.8	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-81	2.06	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-81	1.92	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-81	1.87	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-81	1.68	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-81	1.48	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-81	1.26	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-81	1.2	0.88



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-81	1.22	0.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-81	1.28	0.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-81	1.48	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-81	1.6	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-81	1.63	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-81	1.69	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-81	1.77	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-81	1.71	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-81	1.66	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-81	1.6	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-81	1.52	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-81	1.51	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-81	1.49	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-81	1.34	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-81	1.2	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-81	1.17	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-81	1.14	0.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-81	1.28	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-81	1.42	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-81	1.6	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-81	1.83	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-81	2.03	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-81	2.13	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-81	2.22	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-81	2.15	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-81	1.97	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-81	1.9	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-81	1.92	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-81	1.89	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-81	1.98	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-81	2.12	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-81	2.26	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-81	2.5	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-81	2.71	2.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-81	2.73	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-81	2.62	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-81	2.53	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-81	2.5	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-81	2.44	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-81	2.35	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-81	2.16	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-81	2.1	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-81	2.04	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-81	2	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-81	1.98	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-81	1.98	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-81	2.13	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-81	2.29	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-81	2.36	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-81	2.44	1.9

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-81	2.53	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-81	2.58	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-81	2.55	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-81	2.5	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-81	2.38	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-81	2.16	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-81	1.97	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-81	1.9	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-81	1.98	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-81	2.15	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-81	2.19	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-81	2.53	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-81	2.53	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-81	2.58	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-81	2.68	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-81	2.71	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-81	2.73	2.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-81	2.77	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-81	2.77	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-81	2.73	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-81	2.67	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-81	2.65	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-81	2.62	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-81	2.7	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-81	2.8	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-81	2.87	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-81	3.06	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-81	3.2	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-81	3.23	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-81	3.29	2.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-81	3.34	2.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-81	3.32	2.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-81	3.28	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-81	3.25	2.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-81	3.22	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-81	3.12	2.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-81	3.12	2.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-81	3.05	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-81	3.05	2.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-81	3.03	2.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-81	3.09	2.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-81	3.14	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-81	3.2	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-81	3.28	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-81	3.29	2.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-81	3.29	2.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-81	3.32	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-81	3.37	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-81	3.35	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-81	3.35	3.12

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-81	3.34	3.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-81	3.32	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-81	3.29	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-81	3.26	3.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-81	3.23	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-81	3.28	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-81	3.32	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-81	3.47	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-81	3.64	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-81	3.81	3.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-81	4.02	3.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-81	4.22	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-81	4.37	4.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-81	4.5	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-81	4.63	4.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-81	4.68	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-81	4.66	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-81	4.66	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-81	4.65	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-81	4.62	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-81	4.63	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-81	4.65	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-81	4.69	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-81	4.72	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-81	4.76	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-81	4.76	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-81	4.77	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-81	4.82	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-81	4.83	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-81	4.85	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-81	4.89	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-81	4.88	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-81	4.85	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-81	4.91	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-81	4.94	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-81	4.97	4.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-81	5.03	4.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-81	5.07	4.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-81	5.12	4.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-81	5.18	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-81	5.26	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-81	5.3	5.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-81	5.35	5.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-81	5.38	5.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-81	5.39	5.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-81	5.36	5.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-81	5.29	5.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-81	5.23	5.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-81	5.18	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-81	5.15	5.07

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-81	5.12	5.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-81	5.23	5.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-81	5.24	5.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-81	5.21	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-81	5.2	5.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-81	5.15	5.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-81	5.14	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-81	5.09	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-81	5.06	4.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-81	5.03	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-81	4.98	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-81	4.94	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-81	4.92	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-81	4.92	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-81	4.94	4.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-81	5.01	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-81	5.07	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-81	5.07	5.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-81	5.17	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-81	5.18	5.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-81	5.14	5.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-81	5.12	5.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-81	5.07	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-81	5.05	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-81	5	4.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-81	4.95	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-81	4.92	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-81	4.85	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-81	4.83	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-81	4.82	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-81	4.83	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-81	4.88	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-81	4.94	4.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-81	4.97	4.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-81	4.95	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-81	4.91	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-81	4.86	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-81	4.8	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-81	4.77	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-81	4.69	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-81	4.68	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-81	4.65	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-81	4.65	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-81	4.65	4.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-81	4.76	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-81	4.76	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-81	4.66	4.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-81	4.59	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-81	4.51	4.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-81	4.47	4.25

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-81	4.4	4.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-81	4.34	4.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-81	4.25	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-81	4.19	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-81	3.95	3.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-81	3.89	3.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-81	3.81	3.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-81	3.76	3.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-81	3.81	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-81	3.86	3.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-81	3.92	3.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-81	4.02	3.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-81	3.99	3.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-81	3.93	3.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-81	3.81	3.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-81	3.66	3.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-81	3.54	3.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-81	3.35	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-81	3.23	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-81	3.03	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-81	2.94	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-81	2.9	2.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-81	2.88	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-81	2.87	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-81	2.88	2.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-81	2.91	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-81	2.96	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-81	2.93	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-81	2.91	2.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-81	2.88	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-81	2.8	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-81	2.68	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-81	2.61	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-81	2.53	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-81	2.44	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-81	2.16	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-81	2.07	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-81	2.18	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-81	2.24	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-81	2.52	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-81	2.71	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-81	2.88	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-81	2.93	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-81	2.85	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-81	2.71	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-81	2.62	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-81	2.55	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-81	2.47	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-81	2.29	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-81	2.21	1.9

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-81	2.22	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-81	2.3	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-81	2.41	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-81	2.5	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-81	2.62	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-81	2.73	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-81	2.77	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-81	2.8	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-81	2.76	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-81	2.68	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-81	2.55	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-81	2.38	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-81	2.21	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-81	2.01	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-81	1.83	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-81	1.71	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-81	1.74	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-81	1.88	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-81	2.03	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-81	2.16	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-81	2.88	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-81	2.68	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-81	2.48	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-81	2.35	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-81	2.22	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-81	2.13	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-81	2	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-81	1.89	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-81	1.77	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-81	1.65	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-81	1.57	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-81	1.49	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-81	1.52	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-81	1.59	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-81	1.63	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-81	1.68	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-81	1.83	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-81	1.89	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-81	1.81	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-81	1.75	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-81	1.71	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-82	1.6	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-82	1.52	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-82	1.48	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-82	1.4	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-82	1.49	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-82	1.59	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-82	1.71	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-82	1.84	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-82	1.95	1.39

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-82	1.92	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-82	1.83	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-82	1.77	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-82	1.69	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-82	1.6	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-82	1.52	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-82	1.42	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-82	1.25	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-82	1.14	0.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-82	1.05	0.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-82	1.07	0.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-82	1.17	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-82	1.25	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-82	1.34	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-82	1.45	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-82	1.59	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-82	1.68	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-82	1.71	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-82	1.65	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-82	1.57	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-82	1.49	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-82	1.4	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-82	1.28	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-82	1.14	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-82	1.07	0.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-82	0.99	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-82	1.08	0.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-82	1.25	0.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-82	1.39	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-82	1.52	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-82	1.65	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-82	1.69	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-82	1.66	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-82	1.62	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-82	1.54	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-82	1.48	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-82	1.45	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-82	1.36	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-82	1.28	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-82	1.19	0.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-82	1.08	0.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-82	0.94	0.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-82	1.01	0.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-82	1.16	0.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-82	1.37	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-82	1.59	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-82	1.62	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-82	1.55	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-82	1.51	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-82	1.55	0.87

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-82	1.49	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-82	1.42	0.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-82	1.37	0.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-82	1.22	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-82	1.11	0.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-82	1.17	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-82	1.37	0.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-82	1.37	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-82	1.42	0.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-82	1.36	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-82	1.26	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-82	1.51	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-82	1.46	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-82	1.42	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-82	1.37	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-82	1.31	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-82	1.23	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-82	1.2	0.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-82	1.14	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-82	1.07	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-82	1.1	0.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-82	1.19	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-82	1.31	0.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-82	1.48	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-82	1.62	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-82	1.69	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-82	1.78	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-82	1.74	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-82	1.68	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-82	1.66	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-82	1.62	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-82	1.65	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-82	1.59	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-82	1.59	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-82	1.65	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-82	1.74	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-82	1.8	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-82	1.89	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-82	2.03	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-82	2.12	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-82	2.16	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-82	2.14	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-82	2.11	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-82	2.08	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-82	1.98	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-82	2.08	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-82	2.12	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-82	2.13	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-82	2.18	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-82	2.22	1.68



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-82	2.26	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-82	2.3	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-82	2.34	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-82	2.38	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-82	2.43	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-82	2.55	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-82	2.73	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-82	2.63	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-82	2.45	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-82	2.38	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-82	2.36	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-82	2.33	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-82	2.28	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-82	2.35	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-82	2.46	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-82	2.62	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-82	2.83	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-82	2.98	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-82	3	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-82	2.93	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-82	2.78	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-82	2.7	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-82	2.4	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-82	2.33	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-82	2.16	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-82	2.13	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-82	2.09	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-82	2.19	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-82	2.26	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-82	2.26	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-82	2.33	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-82	2.37	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-82	2.4	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-82	2.53	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-82	2.65	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-82	2.78	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-82	2.72	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-82	2.66	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-82	2.63	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-82	2.59	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-82	2.56	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-82	2.5	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-82	2.43	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-82	2.35	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-82	2.38	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-82	2.43	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-82	2.48	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-82	2.55	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-82	2.63	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-82	2.66	2.25

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-82	2.76	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-82	2.78	2.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-82	2.83	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-82	2.81	2.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-82	2.78	2.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-82	2.93	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-82	3.06	2.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-82	3.12	2.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-82	3.18	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-82	3.3	2.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-82	3.4	3.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-82	3.68	3.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-82	3.73	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-82	3.77	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-82	3.75	3.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-82	3.89	3.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-82	4.02	3.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-82	4.06	3.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-82	4.11	3.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-82	4.07	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-82	4.11	4.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-82	4.14	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-82	4.17	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-82	4.17	4.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-82	4.22	4.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-82	4.28	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-82	4.34	4.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-82	4.46	4.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-82	4.55	4.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-82	4.46	4.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-82	4.44	4.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-82	4.48	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-82	4.51	4.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-82	4.55	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-82	4.58	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-82	4.58	4.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-82	4.54	4.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-82	4.51	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-82	4.54	4.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-82	4.61	4.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-82	4.63	4.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-82	4.67	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-82	4.7	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-82	4.75	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-82	4.78	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-82	4.81	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-82	4.76	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-82	4.71	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-82	4.68	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-82	4.81	4.58

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-82	4.68	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-82	4.74	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-82	4.76	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-82	4.78	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-82	4.88	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-82	4.97	4.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-82	5.04	4.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-82	5.09	4.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-82	5.13	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-82	5.16	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-82	5.19	5.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-82	5.14	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-82	5.07	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-82	5.03	4.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-82	4.98	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-82	4.93	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-82	4.85	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-82	4.82	4.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-82	4.79	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-82	4.83	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-82	4.88	4.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-82	4.91	4.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-82	4.9	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-82	4.88	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-82	4.86	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-82	4.83	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-82	4.81	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-82	4.79	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-82	4.76	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-82	4.74	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-82	4.71	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-82	4.68	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-82	4.71	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-82	4.75	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-82	4.82	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-82	4.87	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-82	4.91	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-82	4.93	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-82	4.89	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-82	4.84	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-82	4.84	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-82	4.84	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-82	4.82	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-82	4.88	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-82	4.86	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-82	4.78	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-82	4.71	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-82	4.68	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-82	4.69	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-82	4.71	4.58

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-82	4.76	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-82	4.8	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-82	4.86	4.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-82	4.92	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-82	4.95	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-82	4.97	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-82	4.99	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-82	4.98	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-82	4.96	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-82	4.91	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-82	4.87	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-82	4.82	4.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-82	4.73	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-82	4.68	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-82	4.63	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-82	4.64	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-82	4.64	4.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-82	4.46	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-82	4.26	4.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-82	4.11	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-82	4.01	3.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-82	3.9	3.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-82	3.81	3.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-82	3.71	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-82	3.56	3.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-82	3.48	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-82	3.43	3.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-82	3.4	3.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-82	3.39	3.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-82	3.4	3.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-82	3.4	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-82	3.41	3.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-82	3.33	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-82	3.23	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-82	3.14	2.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-82	2.91	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-82	2.76	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-82	2.6	2.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-82	2.46	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-82	2.42	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-82	2.4	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-82	2.46	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-82	2.4	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-82	2.46	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-82	2.57	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-82	2.67	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-82	2.69	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-82	2.64	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-82	2.56	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-82	2.48	2.16

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-82	2.41	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-82	2.35	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-82	2.28	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-82	2.14	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-82	2.06	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-82	2.04	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-82	2.17	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-82	2.25	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-82	2.4	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-82	2.31	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-82	2.3	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-82	2.31	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-82	2.33	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-82	2.23	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-82	2.23	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-82	2.15	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-82	2.08	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-82	2	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-82	1.83	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-82	1.85	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-82	1.61	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-82	1.65	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-82	1.68	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-82	1.71	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-82	1.75	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-82	1.98	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-82	1.73	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-82	1.68	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-82	1.61	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-82	1.56	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-82	1.52	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-82	1.53	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-82	1.55	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-82	1.51	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-82	1.54	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-82	1.59	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-82	1.64	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-82	1.97	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-82	2.03	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-82	2.08	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-82	2.1	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-82	2.05	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-82	1.81	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-82	1.78	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-82	1.74	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-82	1.71	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-82	1.66	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-82	1.62	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-82	1.56	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-82	1.47	1.06

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-82	1.49	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-82	1.56	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-82	1.69	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-82	1.76	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-82	1.93	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-82	2.06	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-83	1.97	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-83	1.91	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-83	1.8	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-83	1.67	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-83	1.56	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-83	1.4	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-83	1.33	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-83	1.3	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-83	1.26	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-83	1.35	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-83	1.4	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-83	1.44	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-83	1.49	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-83	1.52	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-83	1.56	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-83	1.62	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-83	1.9	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-83	1.87	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-83	1.82	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-83	1.68	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-83	1.38	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-83	1.38	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-83	1.31	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-83	1.26	0.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-83	1.21	0.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-83	1.26	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-83	1.41	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-83	1.59	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-83	1.77	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-83	1.9	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-83	1.97	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-83	1.88	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-83	1.71	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-83	1.66	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-83	1.58	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-83	1.25	0.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-83	1.06	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-83	0.91	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-83	0.98	0.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-83	1.11	0.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-83	1.15	0.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-83	1.26	0.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-83	1.36	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-83	1.45	0.91

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-83	1.5	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-83	1.55	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-83	1.59	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-83	1.6	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-83	1.58	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-83	1.47	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-83	1.29	0.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-83	1.16	0.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-83	1.07	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-83	1.12	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-83	1.19	0.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-83	1.29	0.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-83	1.5	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-83	1.75	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-83	1.83	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-83	1.81	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-83	1.75	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-83	1.68	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-83	1.6	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-83	1.51	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-83	1.35	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-83	1.2	0.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-83	1.05	0.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-83	1.08	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-83	1.28	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-83	1.35	0.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-83	1.49	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-83	1.67	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-83	1.75	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-83	1.82	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-83	2.09	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-83	2.01	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-83	2	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-83	2	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-83	1.99	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-83	1.97	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-83	1.83	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-83	1.78	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-83	1.56	0.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-83	1.63	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-83	1.75	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-83	2.03	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-83	2.23	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-83	2.37	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-83	2.36	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-83	2.29	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-83	2.2	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-83	2.05	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-83	1.83	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-83	1.7	1.35

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-83	1.54	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-83	1.3	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-83	1.4	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-83	1.45	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-83	1.65	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-83	1.75	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-83	1.92	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-83	2.15	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-83	2.23	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-83	2.4	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-83	2.4	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-83	2.22	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-83	2.1	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-83	2.1	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-83	1.85	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-83	1.65	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-83	1.67	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-83	1.8	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-83	1.96	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-83	2.1	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-83	2.32	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-83	2.47	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-83	2.48	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-83	2.52	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-83	2.66	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-83	2.75	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-83	2.8	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-83	2.65	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-83	2.49	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-83	2.35	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-83	2.24	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-83	2.16	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-83	2.26	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-83	2.38	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-83	2.56	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-83	2.69	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-83	2.81	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-83	2.92	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-83	2.97	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-83	3.04	2.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-83	3.01	2.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-83	2.97	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-83	2.89	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-83	2.8	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-83	2.74	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-83	2.72	2.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-83	2.83	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-83	2.88	2.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-83	2.97	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-83	3	2.64



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-83	3.04	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-83	3.04	2.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-83	3.05	2.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-83	3.02	2.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-83	3.04	2.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-83	3.07	2.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-83	3.08	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-83	3.06	2.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-83	3.04	2.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-83	3.07	2.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-83	3.09	2.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-83	3.12	2.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-83	3.14	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-83	3.16	2.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-83	3.19	2.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-83	3.22	2.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-83	3.26	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-83	3.3	2.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-83	3.3	2.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-83	3.31	2.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-83	3.38	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-83	3.39	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-83	3.42	3.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-83	3.42	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-83	3.39	3.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-83	3.36	3.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-83	3.35	3.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-83	3.4	3.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-83	3.43	3.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-83	3.57	3.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-83	3.7	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-83	3.94	3.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-83	3.97	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-83	4.01	3.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-83	4.04	3.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-83	4.04	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-83	4.06	3.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-83	4.08	3.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-83	4.12	3.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-83	4.14	3.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-83	4.17	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-83	4.19	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-83	4.22	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-83	4.33	4.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-83	4.47	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-83	4.58	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-83	4.62	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-83	4.64	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-83	4.67	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-83	4.67	4.55

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-83	4.66	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-83	4.64	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-83	4.61	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-83	4.59	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-83	4.57	4.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-83	4.58	4.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-83	4.62	4.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-83	4.67	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-83	4.64	4.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-83	4.59	4.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-83	4.55	4.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-83	4.54	4.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-83	4.58	4.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-83	4.63	4.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-83	4.67	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-83	4.72	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-83	4.74	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-83	4.78	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-83	4.79	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-83	4.82	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-83	4.84	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-83	4.88	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-83	4.94	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-83	5.09	4.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-83	5.15	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-83	5.2	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-83	5.24	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-83	5.28	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-83	5.25	5.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-83	5.22	5.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-83	5.16	5.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-83	5.09	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-83	5.02	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-83	4.91	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-83	4.79	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-83	4.76	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-83	4.74	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-83	4.77	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-83	4.79	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-83	4.81	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-83	4.84	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-83	4.86	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-83	4.88	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-83	4.96	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-83	4.99	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-83	5.08	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-83	5.11	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-83	5.13	5.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-83	5.09	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-83	5.06	4.98

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-83	5.04	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-83	5.08	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-83	5.14	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-83	5.17	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-83	5.21	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-83	5.26	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-83	5.27	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-83	5.24	5.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-83	5.22	5.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-83	5.21	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-83	5.19	5.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-83	5.17	5.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-83	5.21	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-83	5.27	5.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-83	5.31	5.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-83	5.33	5.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-83	5.34	5.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-83	5.37	5.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-83	5.39	5.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-83	5.44	5.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-83	5.5	5.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-83	5.53	5.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-83	5.56	5.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-83	5.56	5.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-83	5.53	5.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-83	5.5	5.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-83	5.44	5.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-83	5.36	5.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-83	5.29	5.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-83	5.22	5.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-83	5.17	5.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-83	5.13	5.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-83	5.11	5.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-83	5.11	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-83	5.12	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-83	5.13	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-83	5.07	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-83	4.96	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-83	4.87	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-83	4.79	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-83	4.68	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-83	4.56	4.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-83	4.41	4.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-83	4.37	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-83	4.34	4.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-83	4.3	4.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-83	4.27	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-83	4.27	4.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-83	4.29	4.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-83	4.38	4.2

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-83	4.37	4.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-83	4.34	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-83	4.31	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-83	4.28	4.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-83	4.18	3.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-83	4.07	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-83	3.94	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-83	3.79	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-83	3.66	3.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-83	3.6	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-83	3.57	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-83	3.58	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-83	3.59	3.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-83	3.61	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-83	3.64	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-83	3.61	3.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-83	3.55	3.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-83	3.52	3.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-83	3.52	3.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-83	3.35	3.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-83	3.24	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-83	2.98	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-83	2.76	2.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-83	2.69	2.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-83	2.71	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-83	2.76	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-83	2.76	2.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-83	2.81	2.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-83	2.86	2.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-83	2.93	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-83	2.92	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-83	2.92	2.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-83	2.92	2.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-83	2.88	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-83	2.8	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-83	2.71	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-83	2.58	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-83	2.38	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-83	2.31	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-83	2.25	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-83	2.28	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-83	2.35	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-83	2.38	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-83	2.43	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-83	2.44	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-83	2.41	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-83	2.36	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-83	2.27	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-83	2.18	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-83	2.09	1.66

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-83	1.97	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-83	1.87	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-83	1.72	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-83	1.62	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-83	1.62	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-83	1.67	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-83	1.77	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-83	1.87	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-83	1.97	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-83	2.03	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-83	2.09	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-83	2.11	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-83	2.14	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-83	2.12	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-83	2.06	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-83	1.97	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-83	1.94	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-83	1.73	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-83	1.64	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-83	1.67	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-83	1.75	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-84	1.97	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-84	1.82	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-84	1.86	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-84	1.97	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-84	2.02	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-84	2.01	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-84	1.95	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-84	1.87	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-84	1.78	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-84	1.69	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-84	1.61	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-84	1.52	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-84	1.43	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-84	1.42	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-84	1.52	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-84	1.67	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-84	1.78	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-84	1.9	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-84	2	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-84	2.14	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-84	2.19	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-84	2.11	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-84	2.07	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-84	1.91	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-84	1.67	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-84	1.54	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-84	1.36	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-84	1.37	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-84	1.42	1.05

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-84	1.54	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-84	1.57	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-84	1.65	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-84	1.79	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-84	1.91	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-84	2.07	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-84	2.04	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-84	1.76	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-84	1.63	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-84	1.59	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-84	1.57	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-84	1.49	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-84	1.39	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-84	1.22	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-84	1.27	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-84	1.34	0.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-84	1.42	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-84	1.53	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-84	1.69	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-84	1.84	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-84	1.95	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-84	1.98	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-84	1.89	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-84	1.78	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-84	1.54	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-84	1.21	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-84	1.14	0.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-84	1.06	0.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-84	0.99	0.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-84	1.1	0.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Feb-84	1.23	0.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-84	1.36	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-84	1.6	0.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-84	1.6	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-84	1.68	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-84	1.66	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-84	1.61	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-84	1.54	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-84	1.64	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-84	1.66	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-84	1.59	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-84	1.45	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-84	1.3	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-84	1.38	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-84	1.53	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-84	1.63	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-84	1.73	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-84	1.86	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-84	2.11	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-84	2.18	1.39

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-84	2.2	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-84	2.11	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-84	1.86	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-84	1.75	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-84	1.63	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-84	1.56	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-84	1.48	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-84	1.36	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-84	1.44	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-84	1.56	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-84	1.63	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-84	1.76	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-84	1.96	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-84	2.07	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-84	2.2	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-84	2.28	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-84	2.18	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-84	1.96	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-84	1.84	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-84	1.75	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-84	1.57	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-84	1.31	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-84	1.29	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-84	1.37	0.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-84	1.7	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-84	1.91	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-84	2.09	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-84	2.21	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-84	2.33	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-84	2.42	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-84	2.49	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-84	2.44	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-84	2.38	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-84	1.85	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-84	1.71	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-84	1.51	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-84	1.63	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-84	1.73	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-84	1.83	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-84	1.91	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-84	2.04	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-84	2.22	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-84	2.25	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-84	2.34	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-84	2.4	1.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-84	2.42	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-84	2.48	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-84	2.38	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-84	2.26	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-84	2.16	1.83

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-84	2.09	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-84	2.16	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-84	2.37	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-84	2.55	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-84	3.12	2.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-84	3.23	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-84	3.33	2.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-84	3.23	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-84	3.18	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-84	3.14	2.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-84	3.08	2.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-84	3.04	2.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-84	2.99	2.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-84	2.96	2.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-84	2.97	2.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-84	3.09	2.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-84	3.32	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-84	3.44	3.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-84	3.59	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-84	3.69	3.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-84	3.84	3.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-84	3.84	3.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-84	3.84	3.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-84	3.85	3.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-84	3.76	3.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-84	3.72	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-84	4.02	3.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-84	4.02	3.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-84	4.01	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-84	3.99	3.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-84	3.93	3.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-84	3.83	3.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-84	3.83	3.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-84	3.81	3.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-84	3.86	3.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-84	3.89	3.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-84	4.07	3.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-84	4.09	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-84	4.09	3.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-84	4.06	3.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-84	4.2	4.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-84	4.22	4.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-84	4.31	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-84	4.31	4.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-84	4.34	4.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-84	4.43	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-84	4.51	4.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-84	4.51	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-84	4.52	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-84	4.52	4.37



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-84	4.54	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-84	4.57	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-84	4.58	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-84	4.59	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-84	4.57	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-84	4.52	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-84	4.46	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-84	4.41	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-84	4.39	4.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-84	4.37	4.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-84	4.39	4.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-84	4.42	4.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-84	4.48	4.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-84	4.53	4.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-84	4.63	4.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-84	4.71	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-84	4.91	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-84	5.05	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-84	5.11	5.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-84	5.19	5.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-84	5.32	5.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-84	5.33	5.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-84	5.3	5.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-84	5.24	5.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-84	5.18	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-84	5.19	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-84	5.21	5.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-84	5.19	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-84	5.2	5.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-84	5.21	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-84	5.27	5.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-84	5.34	5.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-84	5.44	5.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-84	5.57	5.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-84	5.69	5.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-84	5.73	5.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-84	5.7	5.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-84	5.67	5.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-84	5.58	5.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-84	5.52	5.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-84	5.49	5.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-84	5.47	5.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-84	5.44	5.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-84	5.37	5.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-84	5.28	5.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-84	5.2	5.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-84	5.12	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-84	5.05	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-84	5.04	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-84	5.04	4.91

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-84	5.01	4.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-84	4.91	4.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-84	4.74	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-84	4.62	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-84	4.53	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-84	4.44	4.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-84	4.38	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-84	4.43	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-84	4.45	4.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-84	4.52	4.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-84	4.61	4.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-84	4.7	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-84	4.83	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-84	4.84	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-84	4.86	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-84	4.84	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-84	4.82	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-84	4.81	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-84	4.84	4.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-84	4.86	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-84	4.86	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-84	4.88	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-84	4.91	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-84	4.94	4.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-84	4.99	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-84	5.03	4.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-84	5.12	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-84	5.11	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-84	5.1	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-84	5.13	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-84	5.25	5.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-84	5.29	5.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-84	5.36	5.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-84	5.43	5.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-84	5.48	5.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-84	5.52	5.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-84	5.56	5.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-84	5.6	5.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-84	5.63	5.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-84	5.65	5.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-84	5.67	5.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-84	5.63	5.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-84	5.54	5.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-84	5.42	5.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-84	5.32	5.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-84	5.2	5.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-84	5.13	5.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-84	5.01	4.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-84	4.83	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-84	4.76	4.68

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-84	4.67	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-84	4.59	4.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-84	4.54	4.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-84	4.54	4.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-84	4.5	4.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-84	4.42	4.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-84	4.41	4.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-84	4.43	4.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-84	4.48	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-84	4.4	4.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-84	4.21	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-84	4.01	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-84	3.88	3.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-84	3.75	3.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-84	3.69	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-84	3.68	3.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-84	3.71	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-84	3.75	3.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-84	3.84	3.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-84	3.91	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-84	3.92	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-84	3.85	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-84	3.72	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-84	3.6	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-84	3.4	3.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-84	3.28	3.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-84	3.18	2.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-84	3.04	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-84	2.95	2.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-84	2.84	2.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-84	2.81	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-84	2.79	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-84	2.9	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-84	2.94	2.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-84	2.93	2.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-84	2.91	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-84	2.86	2.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-84	2.81	2.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-84	2.64	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-84	2.46	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-84	2.44	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-84	2.25	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-84	2.14	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-84	2.16	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-84	2.18	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-84	2.32	1.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-84	2.36	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-84	2.47	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-84	2.59	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-84	2.65	2.04

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-84	2.68	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-84	2.54	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-84	2.38	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-84	2.18	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-84	2.07	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-84	1.93	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-84	1.81	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-84	1.77	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-84	1.77	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-84	1.91	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-84	1.94	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-84	1.98	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-84	2.05	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-84	2.12	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-84	2.16	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-84	2.17	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-84	2.19	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-84	2.17	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-84	2.15	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-84	2.16	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-84	2.12	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-84	1.96	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-84	1.87	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-84	1.82	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-84	1.85	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-84	1.94	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-84	1.96	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-84	1.99	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-84	2.07	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-84	2.07	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-84	2	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-84	2.02	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-84	1.96	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-84	1.85	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-84	1.77	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-84	1.66	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-84	1.59	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-85	1.55	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-85	1.49	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-85	1.52	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-85	1.57	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-85	1.6	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-85	1.71	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-85	1.79	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-85	1.87	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-85	1.86	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-85	1.81	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-85	1.76	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-85	1.76	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-85	1.71	1.14

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-85	1.62	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-85	1.45	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-85	1.41	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-85	1.39	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-85	1.43	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-85	1.52	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-85	1.59	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-85	1.65	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-85	1.7	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-85	1.68	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-85	1.64	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-85	1.6	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-85	1.57	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-85	1.57	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-85	1.53	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-85	1.42	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-85	1.25	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-85	1.23	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-85	1.24	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-85	1.29	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-85	1.42	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-85	1.59	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-85	1.76	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-85	1.87	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-85	1.97	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-85	1.96	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-85	1.93	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-85	1.87	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-85	1.73	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-85	1.48	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-85	1.31	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-85	1.19	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-85	1.29	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-85	1.32	0.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-85	1.38	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-85	1.43	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-85	1.56	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-85	1.6	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-85	1.63	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-85	1.66	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-85	1.6	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-85	1.56	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-85	1.52	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-85	1.65	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-85	1.63	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-85	1.57	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-85	1.47	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-85	1.48	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-85	1.51	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-85	1.65	1.15

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-85	1.71	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-85	1.85	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-85	2.02	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-85	2.18	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-85	2.22	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-85	2.17	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-85	2.06	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-85	1.92	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-85	1.8	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-85	1.69	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-85	1.52	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-85	1.62	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-85	1.67	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-85	1.8	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-85	2.04	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-85	2.2	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-85	2.25	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-85	2.22	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-85	2.17	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-85	2.23	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-85	2.29	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-85	2.18	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-85	2.07	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-85	2.01	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-85	1.94	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-85	1.83	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-85	1.71	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-85	1.72	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-85	1.77	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-85	1.71	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-85	1.86	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-85	1.92	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-85	1.98	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-85	2.12	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-85	2.36	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-85	2.47	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-85	2.42	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-85	2.38	1.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-85	2.22	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-85	1.92	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-85	2.04	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-85	2.12	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-85	2.18	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-85	2.21	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-85	2.32	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-85	2.36	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-85	2.41	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-85	2.43	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-85	2.46	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-85	2.54	2.07

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-85	2.56	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-85	2.53	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-85	2.46	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-85	2.27	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-85	2.06	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-85	1.99	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-85	2.17	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-85	2.38	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-85	2.68	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-85	2.87	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-85	3.05	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-85	3.05	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-85	3.1	2.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-85	3	2.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-85	2.81	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-85	2.62	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-85	2.45	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-85	2.31	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-85	2.23	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-85	2.23	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-85	2.32	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-85	2.35	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-85	2.41	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-85	2.35	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-85	2.37	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-85	2.36	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-85	2.48	2.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-85	2.63	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-85	2.66	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-85	2.63	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-85	2.63	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-85	2.94	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-85	2.85	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-85	2.82	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-85	2.76	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-85	2.72	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-85	2.92	2.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-85	3.03	2.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-85	3.18	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-85	3.52	2.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-85	3.56	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-85	3.67	3.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-85	3.76	3.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-85	3.8	3.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-85	3.92	3.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-85	3.95	3.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-85	3.9	3.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-85	3.9	3.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-85	3.8	3.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-85	3.75	3.58

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-85	3.74	3.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-85	3.81	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-85	3.87	3.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-85	3.91	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-85	3.94	3.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-85	3.97	3.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-85	4	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-85	4.02	3.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-85	3.99	3.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-85	4.04	3.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-85	4.09	3.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-85	4.21	3.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-85	4.24	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-85	4.27	4.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-85	4.27	4.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-85	4.29	4.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-85	4.28	4.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-85	4.37	4.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-85	4.41	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-85	4.4	4.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-85	4.47	4.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-85	4.58	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-85	4.61	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-85	4.63	4.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-85	4.58	4.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-85	4.55	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-85	4.51	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-85	4.47	4.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-85	4.56	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-85	4.6	4.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-85	4.62	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-85	4.68	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-85	4.75	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-85	4.78	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-85	4.85	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-85	4.86	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-85	4.88	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-85	4.88	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-85	4.9	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-85	4.95	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-85	4.93	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-85	4.91	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-85	4.94	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-85	4.93	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-85	4.95	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-85	5.01	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-85	5.05	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-85	5.12	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-85	5.19	5.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-85	5.29	5.17



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-85	5.42	5.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-85	5.42	5.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-85	5.44	5.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-85	5.38	5.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-85	5.34	5.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-85	5.29	5.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-85	5.19	5.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-85	5.09	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-85	4.94	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-85	4.83	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-85	4.71	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-85	4.71	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-85	4.74	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-85	4.8	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-85	4.82	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-85	4.83	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-85	4.86	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-85	4.88	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-85	4.88	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-85	4.86	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-85	4.83	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-85	4.77	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-85	4.69	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-85	4.67	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-85	4.64	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-85	4.7	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-85	4.77	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-85	4.89	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-85	4.95	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-85	5	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-85	5.03	4.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-85	5.04	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-85	5.04	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-85	5	4.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-85	4.96	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-85	4.9	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-85	4.84	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-85	4.8	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-85	4.79	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-85	4.79	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-85	4.82	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-85	4.82	4.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-85	4.84	4.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-85	4.91	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-85	5	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-85	4.94	4.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-85	4.87	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-85	4.81	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-85	4.74	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-85	4.74	4.53

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-85	4.7	4.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-85	4.59	4.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-85	4.48	4.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-85	4.46	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-85	4.43	4.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-85	4.46	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-85	4.51	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-85	4.54	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-85	4.55	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-85	4.52	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-85	4.52	4.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-85	4.57	4.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-85	4.57	4.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-85	4.53	4.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-85	4.48	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-85	4.4	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-85	4.34	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-85	4.24	4.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-85	4.18	4.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-85	4.13	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-85	4.15	4.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-85	4.17	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-85	4.17	3.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-85	4.18	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-85	4.34	4.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-85	4.62	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-85	4.71	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-85	4.53	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-85	4.32	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-85	4.25	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-85	4.17	4.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-85	4.07	3.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-85	4.01	3.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-85	3.99	3.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-85	3.97	3.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-85	3.95	3.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-85	3.93	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-85	3.88	3.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-85	3.84	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-85	3.75	3.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-85	3.7	3.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-85	3.59	3.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-85	3.52	3.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-85	3.38	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-85	3.27	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-85	3.2	2.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-85	2.98	2.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-85	2.85	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-85	2.79	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-85	2.84	2.57

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-85	2.9	2.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-85	3.05	2.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-85	3.13	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-85	3.18	2.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-85	3.21	2.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-85	3.15	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-85	3.11	2.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-85	3.05	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-85	3.01	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-85	2.86	2.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-85	2.73	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-85	2.39	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-85	2.34	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-85	2.32	2.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-85	2.36	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-85	2.37	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-85	2.42	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-85	2.47	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-85	2.52	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-85	2.55	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-85	2.47	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-85	2.43	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-85	2.38	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-85	2.27	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-85	2.22	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-85	2.18	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-85	2.15	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-85	2.13	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-85	2.15	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-85	2.29	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-85	2.38	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-85	2.43	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-85	2.46	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-85	2.53	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-85	2.54	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-85	2.49	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-85	2.39	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-85	2.3	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-85	2.17	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-85	1.99	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-85	1.88	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-85	1.75	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-85	1.79	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-85	1.81	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-85	1.84	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-85	1.89	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-85	2	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-85	2.07	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-85	2.09	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-85	2.04	1.49

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-85	1.97	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-85	1.93	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-86	1.83	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-86	1.76	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-86	1.71	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-86	1.64	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-86	1.59	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-86	1.53	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-86	1.59	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-86	1.73	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-86	1.83	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-86	1.95	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-86	2.02	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-86	2	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-86	1.99	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-86	1.94	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-86	1.83	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-86	1.62	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-86	1.57	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-86	1.42	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-86	1.26	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-86	1.2	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-86	1.29	0.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-86	1.35	0.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-86	1.39	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-86	1.49	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-86	1.55	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-86	1.58	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-86	1.64	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-86	1.76	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-86	1.83	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-86	1.82	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-86	1.79	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-86	1.76	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-86	1.65	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-86	1.57	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-86	1.51	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-86	1.48	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-86	1.53	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-86	1.56	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-86	1.61	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-86	1.71	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-86	1.74	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-86	1.77	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-86	1.73	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-86	1.68	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-86	1.63	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-86	1.56	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-86	1.4	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-86	1.24	0.93

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-86	1.01	0.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-86	1.06	0.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-86	1.1	0.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-86	1.14	0.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-86	1.25	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-86	1.39	0.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-86	1.58	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-86	1.63	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-86	1.73	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-86	1.76	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-86	1.77	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-86	1.72	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-86	1.57	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-86	1.45	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-86	1.31	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-86	1.23	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-86	1.39	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-86	1.43	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-86	1.55	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-86	1.64	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-86	1.75	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-86	1.8	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-86	1.84	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-86	1.88	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-86	1.88	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-86	1.84	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-86	1.75	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-86	1.59	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-86	1.42	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-86	1.24	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-86	1.15	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-86	1.21	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-86	1.26	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-86	1.38	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-86	1.5	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-86	1.71	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-86	1.78	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-86	1.91	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-86	2	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-86	2.05	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-86	2.07	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-86	2.06	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-86	1.79	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-86	1.66	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-86	1.59	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-86	1.53	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-86	1.45	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-86	1.56	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-86	1.65	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-86	1.89	1.37

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-86	2.11	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-86	2.25	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-86	2.25	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-86	2.19	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-86	2.16	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-86	2.28	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-86	2.25	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-86	2.2	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-86	2.12	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-86	2.11	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-86	2.13	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-86	2.19	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-86	2.22	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-86	2.26	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-86	2.37	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-86	2.46	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-86	2.67	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-86	2.86	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-86	2.87	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-86	2.72	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-86	2.53	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-86	2.35	2.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-86	2.28	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-86	2.26	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-86	2.23	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-86	2.26	1.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-86	2.36	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-86	2.45	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-86	2.49	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-86	2.54	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-86	2.57	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-86	2.57	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-86	2.55	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-86	2.54	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-86	2.48	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-86	2.43	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-86	2.45	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-86	2.41	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-86	2.34	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-86	2.34	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-86	2.26	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-86	2.36	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-86	2.57	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-86	2.76	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-86	2.83	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-86	2.83	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-86	2.86	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-86	2.85	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-86	2.74	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-86	2.6	2.2

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-86	2.49	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-86	2.35	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-86	2.27	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-86	2.23	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-86	2.13	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-86	2.15	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-86	2.33	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-86	2.33	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-86	2.36	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-86	2.39	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-86	2.43	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-86	2.47	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-86	2.6	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-86	2.68	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-86	2.65	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-86	2.6	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-86	2.53	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-86	2.57	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-86	2.7	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-86	2.79	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-86	2.88	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-86	2.97	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-86	3.23	2.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-86	3.42	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-86	3.41	2.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-86	3.31	2.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-86	3.37	2.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-86	3.49	3.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-86	3.51	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-86	3.51	3.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-86	3.44	3.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-86	3.55	3.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-86	3.71	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-86	3.81	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-86	3.86	3.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-86	3.91	3.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-86	3.94	3.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-86	3.94	3.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-86	3.96	3.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-86	3.98	3.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-86	4.06	3.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-86	4.1	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-86	4.09	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-86	4.06	3.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-86	4.09	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-86	4.16	3.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-86	4.2	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-86	4.19	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-86	4.18	3.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-86	4.18	3.96

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-86	4.32	4.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-86	4.36	4.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-86	4.38	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-86	4.44	4.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-86	4.58	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-86	4.72	4.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-86	4.71	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-86	4.71	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-86	4.7	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-86	4.68	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-86	4.67	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-86	4.67	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-86	4.69	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-86	4.67	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-86	4.67	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-86	4.67	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-86	4.89	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-86	4.87	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-86	4.87	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-86	4.97	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-86	5	4.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-86	5.03	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-86	4.99	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-86	4.96	4.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-86	4.96	4.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-86	4.93	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-86	4.83	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-86	4.74	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-86	4.63	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-86	4.5	4.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-86	4.38	4.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-86	4.32	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-86	4.38	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-86	4.42	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-86	4.43	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-86	4.44	4.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-86	4.46	4.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-86	4.47	4.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-86	4.52	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-86	4.54	4.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-86	4.54	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-86	4.54	4.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-86	4.55	4.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-86	4.56	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-86	4.58	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-86	4.6	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-86	4.6	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-86	4.61	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-86	4.63	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-86	4.64	4.49



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-86	4.63	4.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-86	4.63	4.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-86	4.65	4.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-86	4.65	4.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-86	4.66	4.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-86	4.66	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-86	4.57	4.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-86	4.52	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-86	4.49	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-86	4.45	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-86	4.47	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-86	4.53	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-86	4.59	4.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-86	4.71	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-86	4.75	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-86	4.81	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-86	4.87	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-86	4.88	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-86	4.85	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-86	4.78	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-86	4.71	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-86	4.82	4.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-86	4.76	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-86	4.68	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-86	4.61	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-86	4.56	4.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-86	4.53	4.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-86	4.51	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-86	4.5	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-86	4.56	4.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-86	4.55	4.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-86	4.53	4.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-86	4.56	4.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-86	4.61	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-86	4.57	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-86	4.53	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-86	4.5	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-86	4.48	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-86	4.45	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-86	4.48	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-86	4.51	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-86	4.49	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-86	4.49	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-86	4.46	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-86	4.4	4.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-86	4.32	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-86	4.25	4.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-86	4.16	4.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-86	4.07	3.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-86	3.95	3.89

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-86	3.83	3.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-86	3.74	3.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-86	3.7	3.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-86	3.66	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-86	3.64	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-86	3.67	3.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-86	3.7	3.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-86	3.75	3.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-86	3.77	3.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-86	3.7	3.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-86	3.57	3.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-86	3.5	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-86	3.37	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-86	3.29	2.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-86	3.53	3.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-86	3.32	3.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-86	3.24	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-86	3.19	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-86	3.1	2.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-86	3.12	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-86	3.11	2.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-86	3.1	2.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-86	3.11	2.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-86	3.11	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-86	3.04	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-86	2.92	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-86	2.87	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-86	2.8	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-86	2.71	2.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-86	2.56	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-86	2.42	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-86	2.35	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-86	2.33	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-86	2.35	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-86	2.46	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-86	2.55	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-86	2.64	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-86	2.65	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-86	2.64	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-86	2.64	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-86	2.57	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-86	2.4	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-86	2.33	1.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-86	2.27	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-86	2.03	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-86	1.88	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-86	1.9	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-86	1.95	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-86	1.98	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-86	1.98	1.56

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-86	1.98	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-86	1.99	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-86	1.99	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-86	1.97	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-86	1.94	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-86	1.89	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-86	1.8	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-86	1.73	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-86	1.63	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-86	1.62	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-86	1.58	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-86	1.56	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-86	1.59	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-86	1.66	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-86	1.72	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-86	1.83	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-86	1.88	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-87	1.91	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-87	1.89	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-87	1.88	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-87	1.85	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-87	1.81	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-87	1.75	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-87	1.59	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-87	1.47	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-87	1.41	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-87	1.42	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-87	1.45	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-87	1.48	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-87	1.51	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-87	1.57	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-87	1.63	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-87	1.68	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-87	1.69	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-87	1.7	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-87	1.67	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-87	1.61	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-87	1.55	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-87	1.46	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-87	1.38	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-87	1.29	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-87	1.24	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-87	1.33	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-87	1.47	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-87	1.54	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-87	1.72	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-87	1.85	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-87	1.93	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-87	1.92	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-87	1.88	1.29

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-87	1.83	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-87	1.75	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-87	1.71	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-87	1.52	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-87	1.22	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-87	1.25	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-87	1.32	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-87	1.37	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-87	1.42	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-87	1.47	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-87	1.58	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-87	1.67	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-87	1.77	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-87	1.8	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-87	1.83	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-87	1.76	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-87	1.68	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-87	1.59	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-87	1.45	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-87	1.34	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-87	1.29	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-87	1.35	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-87	1.36	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-87	1.54	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-87	1.65	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-87	1.74	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-87	1.79	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-87	1.78	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-87	1.7	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-87	1.62	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-87	1.5	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-87	1.43	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-87	1.31	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-87	1.21	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-87	1.15	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-87	1.25	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-87	1.31	0.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-87	1.38	0.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-87	1.53	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-87	1.61	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-87	1.64	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-87	1.77	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-87	1.88	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-87	1.96	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-87	1.93	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-87	1.88	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-87	1.78	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-87	1.67	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-87	1.49	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-87	1.38	1.05

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-87	1.47	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-87	1.55	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-87	1.67	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-87	1.78	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-87	1.91	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-87	2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-87	2.05	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-87	2.07	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-87	2.02	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-87	2.02	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-87	2.03	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-87	1.71	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-87	1.78	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-87	1.52	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-87	1.57	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-87	1.66	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-87	2.06	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-87	2.26	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-87	2.29	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-87	2.42	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-87	2.48	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-87	2.59	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-87	2.55	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-87	2.48	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-87	2.34	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-87	2.3	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-87	2.2	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-87	2.08	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-87	2	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-87	2.13	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-87	2.26	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-87	2.56	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-87	2.6	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-87	2.54	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-87	2.49	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-87	2.46	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-87	2.5	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-87	2.44	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-87	2.36	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-87	2.27	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-87	2.14	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-87	2.06	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-87	1.95	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-87	2.02	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-87	2.12	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-87	2.23	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-87	2.31	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-87	2.42	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-87	2.48	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-87	2.55	1.96

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-87	2.58	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-87	2.63	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-87	2.6	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-87	2.59	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-87	2.52	2.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-87	2.46	2.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-87	2.4	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-87	2.36	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-87	2.33	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-87	2.47	2.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-87	2.51	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-87	2.56	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-87	2.6	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-87	2.61	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-87	2.58	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-87	2.58	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-87	2.54	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-87	2.49	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-87	2.42	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-87	2.54	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-87	2.67	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-87	2.71	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-87	3.24	2.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-87	2.89	2.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-87	2.86	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-87	2.87	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-87	2.96	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-87	3.11	2.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-87	3.18	2.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-87	3.29	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-87	3.31	2.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-87	3.35	2.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-87	3.37	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-87	3.31	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-87	3.26	3.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-87	3.19	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-87	3.31	3.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-87	3.58	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-87	3.66	3.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-87	3.74	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-87	3.77	3.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-87	3.76	3.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-87	3.7	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-87	3.68	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-87	3.7	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-87	3.74	3.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-87	3.85	3.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-87	3.97	3.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-87	4.09	3.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-87	4.21	3.98

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-87	4.34	4.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-87	4.42	4.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-87	4.5	4.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-87	4.63	4.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-87	4.69	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-87	4.75	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-87	4.81	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-87	4.85	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-87	4.9	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-87	4.94	4.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-87	4.97	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-87	4.94	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-87	4.89	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-87	4.82	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-87	4.8	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-87	4.76	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-87	4.75	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-87	4.73	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-87	4.72	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-87	4.7	4.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-87	4.64	4.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-87	4.64	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-87	4.75	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-87	4.85	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-87	4.93	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-87	5.02	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-87	5.12	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-87	5.22	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-87	5.35	5.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-87	5.45	5.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-87	5.52	5.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-87	5.59	5.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-87	5.61	5.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-87	5.65	5.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-87	5.69	5.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-87	5.67	5.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-87	5.66	5.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-87	5.65	5.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-87	5.65	5.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-87	5.68	5.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-87	5.72	5.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-87	5.73	5.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-87	5.81	5.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-87	5.84	5.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-87	5.86	5.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-87	5.88	5.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-87	5.9	5.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-87	5.93	5.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-87	5.97	5.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-87	5.99	5.96

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-87	5.98	5.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-87	5.94	5.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-87	5.89	5.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-87	5.87	5.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-87	5.99	5.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-87	5.89	5.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-87	5.82	5.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-87	5.71	5.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-87	5.65	5.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-87	5.54	5.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-87	5.46	5.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-87	5.36	5.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-87	5.35	5.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-87	5.39	5.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-87	5.4	5.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-87	5.46	5.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-87	5.47	5.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-87	5.52	5.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-87	5.56	5.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-87	5.6	5.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-87	5.67	5.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-87	5.64	5.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-87	5.58	5.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-87	5.59	5.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-87	5.49	5.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-87	5.45	5.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-87	5.42	5.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-87	5.37	5.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-87	5.36	5.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-87	5.35	5.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-87	5.4	5.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-87	5.43	5.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-87	5.47	5.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-87	5.53	5.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-87	5.57	5.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-87	5.52	5.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-87	5.5	5.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-87	5.47	5.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-87	5.44	5.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-87	5.35	5.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-87	5.29	5.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-87	5.25	5.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-87	5.17	5.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-87	5.14	5.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-87	5.14	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-87	5.16	5.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-87	5.18	5.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-87	5.16	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-87	5.06	4.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-87	4.97	4.76



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-87	4.85	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-87	4.71	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-87	4.53	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-87	4.35	4.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-87	4.2	4.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-87	4.09	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-87	4.01	3.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-87	3.93	3.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-87	3.93	3.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-87	3.93	3.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-87	3.95	3.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-87	3.95	3.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-87	3.98	3.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-87	4.01	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-87	3.94	3.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-87	3.85	3.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-87	3.73	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-87	3.65	3.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-87	3.56	3.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-87	3.5	3.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-87	3.45	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-87	3.24	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-87	3.3	3.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-87	3.33	2.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-87	3.33	2.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-87	3.34	2.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-87	3.31	2.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-87	3.24	2.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-87	3.16	2.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-87	3.08	2.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-87	2.98	2.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-87	2.84	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-87	2.78	2.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-87	2.73	2.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-87	2.64	2.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-87	2.56	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-87	2.54	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-87	2.5	2.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-87	2.52	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-87	2.62	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-87	2.66	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-87	2.71	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-87	2.77	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-87	2.81	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-87	2.8	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-87	2.74	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-87	2.65	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-87	2.5	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-87	2.27	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-87	2.23	1.95

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-87	2.17	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-87	2.21	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-87	2.25	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-87	2.4	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-87	2.44	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-87	2.46	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-87	2.47	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-87	2.39	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-87	2.3	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-87	2.27	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-87	2.2	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-87	2.08	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-87	2.01	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-87	2.01	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-87	1.83	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-87	1.67	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-87	1.71	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-87	1.81	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-87	1.98	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-87	2.05	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-87	2.24	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-87	2.32	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-87	2.37	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-87	2.36	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-87	2.33	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-87	2.28	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-87	2.14	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-87	1.95	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-87	1.85	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-87	1.72	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-87	1.73	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-87	1.8	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-88	1.83	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-88	1.86	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-88	1.94	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-88	1.98	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-88	2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-88	2.03	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-88	2	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-88	1.93	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-88	1.84	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-88	1.77	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-88	1.68	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-88	1.59	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-88	1.55	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-88	1.43	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-88	1.4	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-88	1.38	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-88	1.5	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-88	1.61	1.14

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-88	1.71	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-88	1.81	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-88	1.85	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-88	1.9	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-88	1.86	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-88	1.77	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-88	1.73	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-88	1.61	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-88	1.41	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-88	1.21	0.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-88	1.17	0.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-88	1.21	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-88	1.25	0.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-88	1.4	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-88	1.48	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-88	1.55	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-88	1.58	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-88	1.6	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-88	1.63	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-88	1.69	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-88	1.69	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-88	1.63	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-88	1.56	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-88	1.47	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-88	1.4	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-88	1.29	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-88	1.35	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-88	1.52	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-88	1.65	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-88	1.87	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-88	2.02	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-88	2.03	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-88	2.01	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-88	1.98	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-88	1.91	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-88	1.8	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-88	1.72	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-88	1.58	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-88	1.47	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-88	1.45	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-88	1.43	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Feb-88	1.46	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-88	1.57	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-88	1.69	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-88	1.81	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-88	1.87	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-88	1.9	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-88	1.86	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-88	1.8	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-88	1.8	1.26

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-88	1.73	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-88	1.66	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-88	1.51	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-88	1.29	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-88	1.35	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-88	1.54	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-88	1.7	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-88	1.72	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-88	1.84	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-88	1.83	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-88	1.86	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-88	1.91	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-88	2.14	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-88	2.06	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-88	1.97	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-88	1.61	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-88	1.41	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-88	1.33	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-88	1.31	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-88	1.49	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-88	1.63	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-88	1.66	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-88	1.81	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-88	1.9	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-88	1.98	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-88	2.08	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-88	2.1	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-88	2.14	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-88	2.2	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-88	2.18	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-88	2.09	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-88	1.91	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-88	1.67	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-88	1.71	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-88	1.83	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-88	1.98	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-88	2.32	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-88	2.77	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-88	2.58	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-88	2.55	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-88	2.35	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-88	2.29	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-88	2.27	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-88	2.22	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-88	2.2	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-88	2.02	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-88	1.83	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-88	1.77	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-88	1.83	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-88	1.96	1.57

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-88	2.12	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-88	2.14	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-88	2.21	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-88	2.26	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-88	2.34	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-88	2.48	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-88	2.56	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-88	2.5	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-88	2.46	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-88	2.33	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-88	2.31	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-88	2.42	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-88	2.61	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-88	2.74	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-88	2.9	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-88	2.91	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-88	2.93	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-88	2.95	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-88	2.95	2.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-88	3.02	2.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-88	3.18	2.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-88	3.27	2.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-88	3.29	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-88	3.34	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-88	3.35	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-88	3.2	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-88	3.19	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-88	3.22	3.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-88	3.33	3.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-88	3.48	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-88	3.65	3.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-88	3.88	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-88	4.04	3.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-88	4.15	3.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-88	4.18	3.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-88	4.21	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-88	4.23	4.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-88	4.33	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-88	4.29	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-88	4.23	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-88	4.2	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-88	4.2	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-88	4.25	3.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-88	4.2	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-88	4.19	3.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-88	4.22	3.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-88	4.21	3.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-88	4.21	3.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-88	4.17	3.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-88	4.11	3.9

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-88	4.14	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-88	4.09	3.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-88	4.04	3.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-88	4.02	3.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-88	4.02	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-88	4.12	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-88	4.15	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-88	4.23	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-88	4.25	4.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-88	4.4	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-88	4.41	4.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-88	4.47	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-88	4.48	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-88	4.45	4.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-88	4.43	4.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-88	4.46	4.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-88	4.5	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-88	4.5	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-88	4.57	4.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-88	4.67	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-88	4.79	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-88	4.98	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-88	5.17	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-88	5.3	5.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-88	5.41	5.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-88	5.49	5.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-88	5.56	5.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-88	5.6	5.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-88	5.62	5.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-88	5.63	5.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-88	5.67	5.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-88	5.73	5.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-88	5.69	5.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-88	5.57	5.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-88	5.45	5.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-88	5.4	5.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-88	5.35	5.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-88	5.28	5.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-88	5.27	5.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-88	5.26	5.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-88	5.24	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-88	5.28	5.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-88	5.3	5.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-88	5.36	5.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-88	5.4	5.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-88	5.43	5.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-88	5.4	5.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-88	5.4	5.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-88	5.37	5.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-88	5.25	5.18

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-88	5.15	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-88	5.08	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-88	5.05	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-88	5.07	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-88	5.07	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-88	5.09	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-88	5.07	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-88	5.08	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-88	5.15	5.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-88	5.22	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-88	5.29	5.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-88	5.36	5.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-88	5.43	5.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-88	5.46	5.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-88	5.46	5.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-88	5.45	5.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-88	5.46	5.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-88	5.48	5.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-88	5.52	5.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-88	5.57	5.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-88	5.69	5.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-88	5.78	5.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-88	5.96	5.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-88	6.13	6.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-88	6.29	6.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-88	6.41	6.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-88	6.5	6.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-88	6.54	6.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-88	6.55	6.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-88	6.54	6.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-88	6.54	6.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-88	6.52	6.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-88	6.47	6.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-88	6.42	6.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-88	6.36	6.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-88	6.36	6.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-88	6.32	6.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-88	6.3	6.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-88	6.27	6.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-88	6.2	6.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-88	6.13	6.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-88	6.06	5.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-88	5.94	5.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-88	5.81	5.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-88	5.66	5.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-88	5.54	5.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-88	5.41	5.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-88	5.34	5.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-88	5.28	5.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-88	5.18	5.05

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-88	5.11	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-88	5.09	4.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-88	5.04	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-88	4.96	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-88	4.84	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-88	4.76	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-88	4.7	4.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-88	4.59	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-88	4.43	4.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-88	4.36	4.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-88	4.33	4.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-88	4.33	4.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-88	4.32	4.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-88	4.32	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-88	4.33	4.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-88	4.32	4.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-88	4.34	4.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-88	4.36	4.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-88	4.37	4.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-88	4.37	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-88	4.31	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-88	4.18	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-88	4.07	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-88	3.95	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-88	4.46	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-88	4.09	3.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-88	3.96	3.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-88	3.9	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-88	3.9	3.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-88	3.91	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-88	3.92	3.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-88	3.92	3.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-88	3.93	3.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-88	3.86	3.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-88	3.73	3.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-88	3.51	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-88	3.43	3.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-88	3.24	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-88	3.06	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-88	3	2.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-88	2.94	2.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-88	2.86	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-88	2.83	2.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-88	2.87	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-88	2.9	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-88	3	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-88	3.03	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-88	2.94	2.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-88	2.66	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-88	2.65	2.23



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-88	2.6	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-88	2.47	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-88	2.4	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-88	2.31	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-88	2.34	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-88	2.52	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-88	2.59	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-88	2.68	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-88	2.67	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-88	2.58	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-88	2.55	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-88	2.53	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-88	2.45	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-88	2.38	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-88	2.46	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-88	2.58	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-88	3.34	2.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-88	2.69	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-88	2.38	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-88	2.2	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-88	2.18	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-88	2.3	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-88	2.37	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-88	2.43	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-88	2.45	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-88	2.45	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-88	2.46	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-88	2.49	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-88	2.5	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-88	2.46	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-88	2.42	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-88	2.31	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-88	2.13	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-88	2.04	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-88	1.91	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-88	1.9	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-88	1.93	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-88	1.93	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-88	1.94	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-88	1.98	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-88	1.98	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-88	2.01	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-88	1.99	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-88	1.93	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-88	1.87	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-88	1.77	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-88	1.69	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-88	1.58	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-89	1.52	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-89	1.44	1.2

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-89	1.46	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-89	1.55	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-89	1.58	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-89	1.61	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-89	1.66	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-89	1.73	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-89	1.85	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-89	1.91	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-89	1.9	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-89	1.8	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-89	1.63	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-89	1.46	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-89	1.33	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-89	1.26	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-89	1.32	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-89	1.44	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-89	1.44	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-89	1.47	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-89	1.52	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-89	1.54	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-89	1.63	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-89	1.7	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-89	1.68	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-89	1.66	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-89	1.62	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-89	1.6	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-89	1.56	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-89	1.48	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-89	1.25	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-89	1.28	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-89	1.33	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-89	1.46	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-89	1.67	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-89	1.79	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-89	1.92	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-89	2.06	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-89	2.1	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-89	2.11	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-89	2.05	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-89	1.9	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-89	1.73	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-89	1.4	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-89	1.27	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-89	1.36	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-89	1.4	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-89	1.49	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-89	1.56	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-89	1.68	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-89	1.72	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-89	1.71	1.11

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-89	1.74	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-89	1.74	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-89	1.73	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-89	1.63	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-89	1.61	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-89	1.54	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-89	1.5	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-89	1.4	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-89	1.28	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-89	1.29	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-89	1.39	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-89	1.48	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-89	1.64	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-89	1.72	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-89	1.91	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-89	2.01	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-89	2.06	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-89	2.04	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-89	1.86	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-89	1.73	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-89	1.52	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-89	1.37	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-89	1.25	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-89	1.34	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-89	1.46	0.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-89	1.53	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-89	1.6	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-89	1.74	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-89	1.87	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-89	1.99	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-89	2.1	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-89	2.06	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-89	1.94	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-89	1.73	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-89	1.62	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-89	1.32	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-89	1.2	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-89	1.18	0.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-89	1.41	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-89	1.65	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-89	1.84	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-89	1.97	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-89	2.09	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-89	2.16	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-89	2.22	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-89	2.25	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-89	2.22	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-89	2.18	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-89	2.2	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-89	2.02	1.64

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-89	1.61	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-89	1.55	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-89	1.6	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-89	1.76	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-89	1.98	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-89	2.13	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-89	2.12	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-89	2.09	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-89	2.07	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-89	2.21	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-89	2.27	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-89	2.31	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-89	2.31	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-89	2.29	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-89	2.33	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-89	2.29	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-89	2.26	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-89	2.36	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-89	2.44	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-89	2.54	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-89	2.71	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-89	2.84	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-89	2.86	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-89	2.91	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-89	2.91	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-89	2.88	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-89	2.75	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-89	2.61	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-89	2.46	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-89	2.24	2.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-89	2.19	2.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-89	2.28	2.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-89	2.53	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-89	2.61	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-89	2.72	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-89	2.74	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-89	2.77	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-89	2.81	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-89	2.81	2.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-89	2.84	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-89	2.86	2.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-89	2.88	2.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-89	3.06	2.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-89	3.18	2.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-89	3.36	2.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-89	3.31	2.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-89	3.11	2.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-89	3.23	2.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-89	3.37	3.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-89	3.47	3.09

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-89	3.51	3.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-89	3.52	3.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-89	3.5	3.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-89	3.49	3.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-89	3.48	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-89	3.48	3.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-89	3.47	3.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-89	3.44	3.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-89	3.4	3.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-89	3.42	3.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-89	3.51	3.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-89	3.73	3.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-89	3.98	3.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-89	3.9	3.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-89	3.8	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-89	3.85	3.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-89	3.97	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-89	4.13	3.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-89	4.21	4.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-89	4.31	4.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-89	4.35	4.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-89	4.29	4.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-89	4.19	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-89	4.13	3.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-89	4.02	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-89	4.02	3.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-89	4.05	3.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-89	4.08	3.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-89	4.08	3.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-89	4.07	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-89	4.17	3.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-89	4.17	3.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-89	4.18	4.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-89	4.37	4.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-89	4.49	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-89	4.55	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-89	4.57	4.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-89	4.58	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-89	4.57	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-89	4.58	4.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-89	4.61	4.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-89	4.64	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-89	4.66	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-89	4.68	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-89	4.72	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-89	4.75	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-89	4.79	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-89	4.92	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-89	4.96	4.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-89	5.04	4.9

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-89	5.18	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-89	5.22	5.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-89	5.2	5.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-89	5.1	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-89	4.97	4.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-89	4.94	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-89	4.97	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-89	4.93	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-89	4.83	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-89	4.78	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-89	4.83	4.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-89	4.94	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-89	5.04	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-89	5.14	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-89	5.16	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-89	5.14	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-89	5.1	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-89	5.06	4.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-89	4.96	4.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-89	4.89	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-89	4.84	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-89	4.84	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-89	4.81	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-89	4.76	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-89	4.76	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-89	4.77	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-89	4.83	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-89	4.9	4.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-89	4.9	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-89	4.89	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-89	4.87	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-89	4.85	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-89	4.86	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-89	4.84	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-89	4.8	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-89	4.7	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-89	4.66	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-89	4.66	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-89	4.65	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-89	4.72	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-89	4.77	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-89	4.77	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-89	4.75	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-89	4.72	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-89	4.68	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-89	4.72	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-89	4.69	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-89	4.65	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-89	4.65	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-89	4.63	4.56

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-89	4.65	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-89	4.68	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-89	4.76	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-89	4.8	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-89	4.83	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-89	4.84	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-89	4.84	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-89	4.84	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-89	4.83	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-89	4.81	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-89	4.77	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-89	4.74	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-89	4.76	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-89	4.72	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-89	4.69	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-89	4.66	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-89	4.66	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-89	4.74	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-89	4.79	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-89	4.76	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-89	4.74	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-89	4.7	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-89	4.69	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-89	4.68	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-89	4.65	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-89	4.56	4.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-89	4.49	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-89	4.44	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-89	4.42	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-89	4.44	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-89	4.41	4.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-89	4.4	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-89	4.4	4.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-89	4.4	4.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-89	4.41	4.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-89	4.45	4.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-89	4.51	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-89	4.52	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-89	4.79	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-89	4.54	4.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-89	4.39	4.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-89	4.17	4.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-89	4.04	3.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-89	3.98	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-89	4.01	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-89	4.04	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-89	4	3.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-89	4.01	3.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-89	3.92	3.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-89	3.84	3.56

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-89	3.76	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-89	3.71	3.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-89	3.63	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-89	3.54	3.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-89	3.47	3.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-89	3.36	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-89	3.33	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-89	3.15	2.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-89	3.08	2.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-89	2.88	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-89	2.89	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-89	2.93	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-89	3.06	2.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-89	3.09	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-89	3.17	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-89	3.18	2.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-89	3.15	2.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-89	3.09	2.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-89	2.98	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-89	2.83	2.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-89	2.74	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-89	2.53	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-89	2.4	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-89	2.34	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-89	2.31	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-89	2.36	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-89	2.43	2.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-89	2.49	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-89	2.51	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-89	2.53	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-89	2.46	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-89	2.42	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-89	2.34	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-89	2.33	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-89	2.29	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-89	2.23	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-89	2.16	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-89	1.91	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-89	1.85	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-89	1.81	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-89	1.92	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-89	2.05	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-89	2.08	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-89	2.2	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-89	2.25	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-89	2.25	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-89	2.19	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-89	2.15	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-89	2.05	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-89	1.86	1.56



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-89	1.82	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-89	1.73	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-89	1.61	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-89	1.52	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-89	1.62	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-89	1.67	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-89	1.67	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-89	1.73	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-89	1.69	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-89	1.73	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-89	1.72	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-89	1.7	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-89	1.68	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-90	1.68	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-90	1.6	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-90	1.52	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-90	1.47	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-90	1.32	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-90	1.33	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-90	1.39	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-90	1.43	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-90	1.51	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-90	1.58	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-90	1.66	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-90	1.74	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-90	1.8	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-90	1.79	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-90	1.77	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-90	1.72	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-90	1.58	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-90	1.49	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-90	1.36	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-90	1.23	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-90	1.13	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-90	1.18	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-90	1.29	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-90	1.4	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-90	1.46	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-90	1.58	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-90	1.67	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-90	1.75	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-90	1.81	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-90	1.88	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-90	1.86	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-90	1.8	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-90	1.73	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-90	1.57	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-90	1.36	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-90	1.26	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-90	1.39	1.01

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-90	1.41	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-90	1.43	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-90	1.56	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-90	1.65	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-90	1.71	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-90	1.72	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-90	1.66	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-90	1.58	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-90	1.52	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-90	1.48	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-90	1.33	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-90	1.2	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-90	1.06	0.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-90	1.12	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-90	1.3	0.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-90	1.39	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-90	1.48	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-90	1.54	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-90	1.67	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-90	1.83	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-90	1.95	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-90	1.95	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-90	1.9	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-90	1.8	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-90	1.71	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-90	1.43	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-90	1.31	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-90	1.29	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-90	1.33	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-90	1.36	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-90	1.47	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-90	1.6	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-90	1.71	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-90	1.8	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-90	1.82	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-90	1.81	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-90	1.78	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-90	1.69	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-90	1.54	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-90	1.52	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-90	1.41	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-90	1.36	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-90	1.36	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-90	1.55	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-90	1.62	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-90	1.88	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-90	1.96	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-90	2.16	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-90	2.18	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-90	2.19	1.6

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-90	2.23	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-90	2.24	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-90	2.21	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-90	1.94	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-90	1.89	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-90	1.72	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-90	1.69	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-90	1.69	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-90	1.7	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-90	1.79	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-90	1.92	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-90	2.1	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-90	2.22	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-90	2.24	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-90	2.26	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-90	2.3	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-90	2.32	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-90	2.34	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-90	2.24	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-90	2.17	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-90	2.16	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-90	2.26	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-90	2.49	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-90	2.71	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-90	2.85	2.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-90	2.99	2.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-90	3.05	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-90	3.15	2.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-90	3.12	2.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-90	3.02	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-90	3.2	2.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-90	3.2	2.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-90	2.9	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-90	2.73	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-90	2.71	2.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-90	2.67	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-90	2.67	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-90	2.72	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-90	2.81	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-90	2.85	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-90	2.89	2.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-90	2.98	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-90	2.98	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-90	2.92	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-90	2.87	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-90	2.76	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-90	2.83	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-90	3.2	2.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-90	2.95	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-90	2.84	2.63

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-90	2.87	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-90	2.92	2.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-90	3.16	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-90	3.35	2.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-90	3.44	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-90	3.58	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-90	3.6	3.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-90	3.62	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-90	3.62	3.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-90	3.63	3.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-90	3.63	3.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-90	3.56	3.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-90	3.48	3.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-90	3.48	3.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-90	3.63	3.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-90	3.65	3.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-90	3.7	3.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-90	3.77	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-90	3.81	3.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-90	3.83	3.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-90	3.85	3.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-90	4.06	3.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-90	4.1	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-90	4.15	4.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-90	4.2	4.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-90	4.25	4.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-90	4.31	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-90	4.42	4.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-90	4.38	4.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-90	4.31	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-90	4.23	4.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-90	4.16	3.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-90	4.19	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-90	4.23	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-90	4.26	3.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-90	4.23	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-90	4.2	4.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-90	4.28	4.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-90	4.34	4.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-90	4.38	4.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-90	4.5	4.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-90	4.5	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-90	4.44	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-90	4.37	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-90	4.34	4.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-90	4.34	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-90	4.34	4.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-90	4.29	4.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-90	4.31	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-90	4.33	4.2

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-90	4.35	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-90	4.36	4.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-90	4.39	4.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-90	4.45	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-90	4.53	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-90	4.58	4.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-90	4.65	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-90	4.68	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-90	4.76	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-90	4.75	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-90	4.75	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-90	4.71	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-90	4.7	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-90	4.75	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-90	4.81	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-90	4.86	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-90	4.95	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-90	5.01	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-90	5.02	4.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-90	5.03	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-90	5.03	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-90	5.05	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-90	5.05	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-90	5.05	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-90	5.04	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-90	5.04	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-90	5.04	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-90	5.03	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-90	5.03	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-90	5.01	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-90	5.03	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-90	5.06	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-90	5.09	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-90	5.09	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-90	5.1	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-90	5.09	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-90	5.07	4.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-90	5.06	4.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-90	5.06	4.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-90	5.1	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-90	5.09	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-90	5.06	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-90	5.03	4.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-90	5	4.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-90	5.03	4.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-90	5.15	5.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-90	5.2	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-90	5.14	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-90	5.05	4.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-90	4.96	4.85

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-90	4.9	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-90	4.82	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-90	4.8	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-90	4.73	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-90	4.68	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-90	4.63	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-90	4.57	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-90	4.61	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-90	4.64	4.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-90	4.66	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-90	4.72	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-90	4.7	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-90	4.67	4.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-90	4.59	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-90	4.49	4.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-90	4.42	4.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-90	4.38	4.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-90	4.35	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-90	4.36	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-90	4.28	4.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-90	4.28	4.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-90	4.27	4.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-90	4.29	4.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-90	4.34	4.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-90	4.36	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-90	4.43	4.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-90	4.49	4.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-90	4.47	4.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-90	4.46	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-90	4.46	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-90	4.44	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-90	4.43	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-90	4.44	4.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-90	4.45	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-90	4.5	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-90	4.54	4.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-90	4.65	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-90	4.73	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-90	4.84	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-90	4.96	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-90	4.99	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-90	5	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-90	5	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-90	5.28	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-90	5.29	5.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-90	5.09	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-90	4.91	4.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-90	4.83	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-90	4.77	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-90	4.75	4.66

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-90	4.7	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-90	4.68	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-90	4.64	4.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-90	4.58	4.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-90	4.53	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-90	4.49	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-90	4.42	4.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-90	4.33	4.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-90	4.21	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-90	4.06	3.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-90	3.83	3.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-90	3.72	3.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-90	3.57	3.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-90	3.47	3.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-90	3.38	3.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-90	3.35	3.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-90	3.33	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-90	3.31	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-90	3.32	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-90	3.44	3.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-90	3.54	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-90	3.64	3.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-90	3.59	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-90	3.41	2.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-90	3.19	2.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-90	2.98	2.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-90	2.82	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-90	2.79	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-90	2.77	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-90	2.74	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-90	2.78	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-90	2.73	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-90	2.71	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-90	2.66	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-90	2.66	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-90	2.67	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-90	2.62	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-90	2.58	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-90	2.52	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-90	2.45	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-90	2.35	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-90	2.19	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-90	2.03	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-90	1.89	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-90	1.89	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-90	2.03	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-90	2.12	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-90	2.3	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-90	2.4	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-90	2.44	1.9

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-90	2.44	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-90	2.41	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-90	2.39	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-90	2.31	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-90	2.19	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-90	1.88	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-90	1.83	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-90	1.77	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-90	1.75	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-90	1.74	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-90	1.77	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-90	1.82	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-90	1.87	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-90	1.95	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-90	1.97	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-90	2.06	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-90	2.1	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-90	2.04	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-90	1.9	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-90	1.84	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-90	1.77	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-90	1.69	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-90	1.62	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-90	1.58	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-90	1.59	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-90	1.78	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-90	1.84	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-90	1.89	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-91	2.02	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-91	2.06	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-91	2.14	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-91	1.97	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-91	1.81	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-91	1.71	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-91	1.59	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-91	1.44	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-91	1.29	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-91	1.27	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-91	1.38	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-91	1.46	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-91	1.49	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-91	1.51	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-91	1.55	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-91	1.58	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-91	1.61	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-91	1.74	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-91	1.73	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-91	1.72	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-91	1.68	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-91	1.64	1.18



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-91	1.52	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-91	1.43	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-91	1.29	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-91	1.18	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-91	1.37	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-91	1.54	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-91	1.66	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-91	1.83	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-91	1.9	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-91	1.95	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-91	1.96	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-91	1.94	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-91	1.88	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-91	1.76	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-91	1.61	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-91	1.41	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-91	1.23	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-91	1.23	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-91	1.34	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-91	1.41	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-91	1.56	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-91	1.67	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-91	1.72	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-91	1.77	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-91	1.8	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-91	1.78	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-91	1.73	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-91	1.64	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-91	1.6	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-91	1.57	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-91	1.5	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-91	1.42	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-91	1.39	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-91	1.5	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-91	1.57	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-91	1.65	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-91	1.71	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-91	1.74	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-91	1.87	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-91	1.9	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-91	1.84	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-91	1.75	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-91	1.54	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-91	1.52	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-91	1.43	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-91	1.24	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-91	1.18	0.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-91	1.23	0.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-91	1.31	0.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-91	1.44	0.89

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-91	1.49	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-91	1.57	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-91	1.67	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-91	1.73	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-91	1.77	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-91	1.81	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-91	1.84	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-91	1.83	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-91	1.76	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-91	1.53	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-91	1.45	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-91	1.31	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-91	1.44	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-91	1.57	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-91	1.72	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-91	1.8	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-91	1.93	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-91	2.06	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-91	2.22	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-91	2.25	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-91	2.33	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-91	2.27	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-91	2.18	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-91	2.06	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-91	1.77	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-91	1.7	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-91	1.77	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-91	1.8	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-91	1.91	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-91	1.96	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-91	2.16	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-91	2.28	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-91	2.3	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-91	2.44	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-91	2.49	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-91	2.42	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-91	2.31	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-91	2.19	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-91	2.04	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-91	1.96	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-91	2.05	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-91	2.13	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-91	2.2	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-91	2.21	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-91	2.3	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-91	2.34	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-91	2.4	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-91	1.93	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-91	2.72	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-91	2.78	2.1

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-91	2.72	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-91	2.64	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-91	2.6	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-91	2.6	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-91	2.61	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-91	2.7	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-91	2.83	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-91	3.05	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-91	3.17	2.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-91	3.22	2.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-91	3.25	2.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-91	3.31	2.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-91	3.33	2.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-91	3.37	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-91	3.45	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-91	3.53	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-91	3.56	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-91	3.47	3.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-91	3.49	3.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-91	3.47	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-91	3.49	3.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-91	3.5	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-91	3.51	3.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-91	3.51	3.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-91	3.51	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-91	3.52	3.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-91	3.54	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-91	3.57	3.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-91	3.58	3.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-91	3.65	3.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-91	3.89	3.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-91	3.77	3.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-91	3.67	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-91	3.66	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-91	3.66	3.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-91	3.69	3.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-91	3.75	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-91	3.82	3.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-91	3.96	3.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-91	4.06	3.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-91	4.14	3.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-91	4.14	3.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-91	4.17	3.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-91	4.2	3.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-91	4.24	4.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-91	4.32	4.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-91	4.41	4.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-91	4.41	4.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-91	4.46	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-91	4.49	4.37

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-91	4.54	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-91	4.56	4.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-91	4.6	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-91	4.61	4.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-91	4.63	4.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-91	4.64	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-91	4.61	4.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-91	4.61	4.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-91	4.6	4.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-91	4.57	4.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-91	4.55	4.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-91	4.52	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-91	4.47	4.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-91	4.47	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-91	4.52	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-91	4.55	4.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-91	4.7	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-91	4.77	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-91	4.84	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-91	4.92	4.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-91	4.95	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-91	4.99	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-91	5.06	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-91	5.13	5.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-91	5.2	5.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-91	5.26	5.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-91	5.25	5.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-91	5.17	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-91	5.09	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-91	5.09	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-91	5.07	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-91	4.97	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-91	4.88	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-91	4.8	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-91	4.74	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-91	4.81	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-91	4.86	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-91	4.88	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-91	4.86	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-91	4.78	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-91	4.71	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-91	4.67	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-91	4.68	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-91	4.69	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-91	4.64	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-91	4.71	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-91	4.76	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-91	4.82	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-91	4.89	4.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-91	4.93	4.81

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-91	5.02	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-91	5.12	4.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-91	5.17	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-91	5.13	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-91	5.08	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-91	5.06	4.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-91	5.01	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-91	4.95	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-91	4.89	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-91	4.83	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-91	4.8	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-91	4.96	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-91	4.93	4.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-91	4.91	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-91	4.91	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-91	4.9	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-91	4.95	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-91	4.93	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-91	4.91	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-91	4.87	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-91	4.92	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-91	4.88	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-91	4.83	4.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-91	4.84	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-91	4.92	4.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-91	4.99	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-91	5.06	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-91	5.13	5.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-91	5.22	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-91	5.32	5.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-91	5.4	5.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-91	5.45	5.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-91	5.47	5.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-91	5.51	5.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-91	5.5	5.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-91	5.51	5.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-91	5.46	5.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-91	5.41	5.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-91	5.36	5.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-91	5.31	5.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-91	5.27	5.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-91	5.21	5.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-91	5.2	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-91	5.19	5.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-91	5.18	5.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-91	5.19	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-91	5.25	5.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-91	5.23	5.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-91	5.17	5.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-91	5.12	5.03

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-91	5.04	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-91	4.98	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-91	4.87	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-91	4.83	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-91	4.81	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-91	4.79	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-91	4.79	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-91	4.77	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-91	4.74	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-91	4.68	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-91	4.6	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-91	4.5	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-91	4.39	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-91	4.49	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-91	4.59	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-91	4.46	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-91	4.3	4.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-91	4.24	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-91	4.2	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-91	4.21	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-91	4.21	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-91	4.21	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-91	4.21	4.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-91	4.22	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-91	4.2	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-91	4.16	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-91	4.12	3.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-91	4.03	3.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-91	3.91	3.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-91	3.8	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-91	3.69	3.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-91	3.84	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-91	3.65	3.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-91	3.54	3.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-91	3.45	3.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-91	3.42	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-91	3.37	3.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-91	3.3	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-91	3.26	2.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-91	3.14	2.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-91	3.05	2.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-91	2.92	2.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-91	2.81	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-91	2.74	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-91	2.62	2.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-91	2.55	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-91	2.45	2.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-91	2.39	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-91	2.39	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-91	2.4	2.25

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-91	2.47	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-91	2.51	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-91	2.56	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-91	2.59	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-91	2.63	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-91	2.6	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-91	2.57	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-91	2.5	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-91	2.45	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-91	2.33	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-91	2.24	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-91	2.09	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-91	2.06	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-91	2.1	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-91	2.12	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-91	2.14	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-91	2.16	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-91	2.19	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-91	2.23	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-91	2.27	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-91	2.22	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-91	2.19	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-91	2.12	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-91	2.02	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-91	1.93	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-91	1.85	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-91	1.74	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-91	1.66	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-91	1.67	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-91	1.83	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-91	1.93	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-91	2.06	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-91	2.12	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-91	2.25	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-91	2.34	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-91	2.38	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-91	2.34	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-91	2.3	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-91	2.21	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-91	1.88	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-91	1.74	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-91	1.68	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-91	1.67	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-92	1.64	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-92	1.62	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-92	1.6	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-92	1.63	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-92	1.73	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-92	1.84	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-92	1.88	1.43

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-92	1.92	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-92	1.89	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-92	1.85	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-92	1.82	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-92	1.76	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-92	1.63	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-92	1.5	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-92	1.46	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-92	1.54	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-92	1.65	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-92	1.76	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-92	1.82	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-92	1.94	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-92	2.04	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-92	2.09	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-92	2.1	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-92	2.03	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-92	1.88	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-92	1.71	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-92	1.46	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-92	1.33	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-92	1.33	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-92	1.39	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-92	1.44	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-92	1.52	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-92	1.63	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-92	1.75	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-92	1.76	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-92	1.77	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-92	1.77	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-92	1.76	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-92	1.8	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-92	1.72	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-92	1.63	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-92	1.48	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-92	1.28	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-92	1.18	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-92	1.33	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-92	1.53	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-92	1.56	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-92	1.67	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-92	1.95	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-92	2.01	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-92	2.04	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-92	2.06	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-92	2.04	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-92	1.92	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-92	1.72	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-92	1.45	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-92	1.26	1.05



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-92	1.18	0.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-92	1.28	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Feb-92	1.36	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-92	1.47	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-92	1.61	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-92	1.65	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-92	1.75	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-92	1.8	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-92	1.84	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-92	1.89	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-92	1.91	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-92	1.83	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-92	1.78	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-92	1.68	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-92	1.52	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-92	1.32	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-92	1.39	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-92	1.47	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-92	1.67	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-92	1.77	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-92	1.91	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-92	2.13	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-92	2.32	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-92	2.15	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-92	2.13	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-92	2.02	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-92	1.93	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-92	1.9	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-92	1.69	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-92	1.57	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-92	1.55	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-92	1.66	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-92	1.75	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-92	1.86	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-92	1.89	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-92	1.92	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-92	2.05	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-92	2.14	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-92	2.21	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-92	2.21	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-92	2.18	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-92	2.12	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-92	2.04	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-92	1.94	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-92	1.87	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-92	1.93	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-92	2.05	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-92	2.12	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-92	2.2	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-92	2.29	1.74

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-92	2.33	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-92	2.45	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-92	2.43	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-92	2.39	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-92	2.34	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-92	2.27	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-92	2.26	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-92	2.11	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-92	1.94	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-92	1.94	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-92	1.99	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-92	2.04	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-92	2.09	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-92	2.14	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-92	2.24	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-92	2.28	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-92	2.32	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-92	2.4	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-92	2.41	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-92	2.38	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-92	2.35	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-92	2.35	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-92	2.27	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-92	2.2	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-92	2.17	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-92	2.23	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-92	2.31	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-92	2.37	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-92	2.43	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-92	2.68	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-92	2.76	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-92	2.87	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-92	2.92	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-92	2.73	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-92	2.84	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-92	2.42	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-92	2.39	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-92	2.3	2.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-92	2.3	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-92	2.41	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-92	2.51	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-92	2.5	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-92	2.62	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-92	2.72	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-92	2.78	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-92	2.77	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-92	2.68	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-92	2.65	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-92	2.61	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-92	2.57	2.18

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-92	2.55	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-92	2.51	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-92	2.49	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-92	2.45	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-92	2.45	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-92	2.48	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-92	2.56	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-92	2.78	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-92	2.83	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-92	2.79	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-92	2.77	2.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-92	2.94	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-92	3.12	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-92	3.15	2.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-92	3.03	2.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-92	3.03	2.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-92	3.02	2.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-92	3.02	2.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-92	3.01	2.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-92	2.98	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-92	2.99	2.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-92	3.19	2.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-92	3.4	3.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-92	3.64	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-92	3.83	3.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-92	3.85	3.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-92	3.9	3.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-92	4.02	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-92	4.02	3.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-92	4.03	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-92	4.04	3.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-92	4.04	3.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-92	3.98	3.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-92	3.98	3.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-92	4	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-92	4.09	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-92	4.12	3.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-92	4.12	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-92	4.11	3.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-92	4.11	3.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-92	4.15	3.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-92	4.2	4.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-92	4.25	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-92	4.32	4.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-92	4.34	4.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-92	4.33	4.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-92	4.29	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-92	4.18	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-92	4.14	4.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-92	4.12	3.99

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-92	4.26	4.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-92	4.44	4.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-92	4.35	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-92	4.28	4.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-92	4.24	4.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-92	4.27	4.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-92	4.27	4.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-92	4.3	4.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-92	4.35	4.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-92	4.31	4.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-92	4.19	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-92	4.14	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-92	4.08	3.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-92	4.06	3.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-92	4.04	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-92	4.02	3.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-92	4	3.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-92	4	3.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-92	4.04	3.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-92	4.14	3.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-92	4.22	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-92	4.23	4.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-92	4.22	4.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-92	4.2	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-92	4.12	3.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-92	4.05	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-92	3.98	3.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-92	3.89	3.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-92	3.82	3.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-92	3.77	3.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-92	3.78	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-92	3.88	3.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-92	4.04	3.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-92	4.11	3.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-92	4.2	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-92	4.32	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-92	4.4	4.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-92	4.39	4.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-92	4.35	4.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-92	4.3	4.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-92	4.17	4.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-92	4.14	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-92	4.02	3.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-92	4	3.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-92	4	3.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-92	3.98	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-92	3.98	3.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-92	3.99	3.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-92	3.99	3.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-92	3.98	3.74

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-92	3.96	3.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-92	3.92	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-92	3.88	3.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-92	3.88	3.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-92	3.9	3.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-92	3.89	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-92	3.89	3.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-92	3.89	3.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-92	3.89	3.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-92	3.95	3.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-92	3.96	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-92	4	3.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-92	4.09	3.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-92	4.04	3.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-92	3.94	3.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-92	3.84	3.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-92	3.79	3.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-92	3.77	3.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-92	3.68	3.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-92	3.59	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-92	3.54	3.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-92	3.49	3.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-92	3.46	3.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-92	3.44	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-92	3.43	3.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-92	3.46	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-92	3.5	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-92	3.52	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-92	3.55	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-92	3.56	3.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-92	3.6	3.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-92	3.63	3.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-92	3.57	3.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-92	3.53	3.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-92	3.43	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-92	3.4	3.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-92	3.42	3.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-92	3.47	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-92	3.39	3.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-92	3.42	3.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-92	3.46	3.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-92	3.48	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-92	3.5	3.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-92	3.47	3.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-92	3.39	3.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-92	3.32	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-92	3.19	2.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-92	3.09	2.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-92	2.97	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-92	2.86	2.68

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-92	2.7	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-92	2.65	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-92	2.58	2.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-92	2.54	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-92	2.55	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-92	2.55	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-92	2.58	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-92	2.62	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-92	2.72	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-92	2.72	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-92	2.7	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-92	2.62	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-92	2.53	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-92	2.46	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-92	2.37	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-92	2.17	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-92	2.06	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-92	2.11	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-92	2.25	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-92	2.38	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-92	2.34	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-92	2.35	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-92	2.3	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-92	2.29	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-92	2.27	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-92	2.24	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-92	2.18	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-92	2.08	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-92	1.99	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-92	1.86	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-92	1.76	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-92	1.72	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-92	1.68	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-92	1.64	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-92	1.66	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-92	1.77	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-92	1.84	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-92	1.91	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-92	1.97	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-92	1.94	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-92	1.94	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-92	1.91	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-92	1.83	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-92	1.76	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-92	1.71	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-92	1.66	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-92	1.55	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-92	1.57	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-92	1.67	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-92	1.69	1.16

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-92	1.69	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-92	1.71	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-92	1.74	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-92	1.75	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-92	1.76	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-92	1.72	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-92	1.68	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-92	1.58	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-92	1.49	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-93	1.36	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-93	1.31	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-93	1.25	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-93	1.28	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-93	1.36	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-93	1.44	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-93	1.7	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-93	1.84	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-93	1.96	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-93	2.03	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-93	2	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-93	1.96	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-93	2	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-93	1.88	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-93	1.73	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-93	1.6	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-93	1.44	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-93	1.41	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-93	1.47	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-93	1.45	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-93	1.45	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-93	1.52	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-93	1.56	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-93	1.59	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-93	1.6	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-93	1.59	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-93	1.58	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-93	1.54	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-93	1.46	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-93	1.44	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-93	1.37	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-93	1.29	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-93	1.25	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-93	1.3	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-93	1.37	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-93	1.45	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-93	1.58	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-93	1.74	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-93	1.88	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-93	1.94	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-93	1.89	1.28

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-93	1.85	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-93	1.71	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-93	1.59	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-93	1.53	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-93	1.46	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-93	1.51	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-93	1.62	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-93	1.82	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-93	2.06	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-93	2.18	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-93	2.17	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-93	2.24	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-93	2.08	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-93	1.97	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-93	1.84	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-93	1.8	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-93	1.8	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-93	1.71	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-93	1.58	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-93	1.39	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-93	1.36	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-93	1.43	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-93	1.58	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-93	1.7	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-93	1.82	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-93	1.92	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-93	2.01	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-93	2.09	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-93	2.1	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-93	2.03	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-93	1.91	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-93	1.84	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-93	1.75	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-93	1.6	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-93	1.51	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-93	1.5	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-93	1.56	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-93	1.67	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-93	1.82	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-93	1.96	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-93	2.1	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-93	2.21	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-93	2.12	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-93	2.1	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-93	2.03	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-93	1.96	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-93	1.8	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-93	1.63	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-93	1.47	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-93	1.42	1.14



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-93	1.48	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-93	1.64	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-93	1.76	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-93	1.9	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-93	2.03	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-93	2.2	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-93	2.27	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-93	2.1	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-93	2.09	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-93	2.13	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-93	2.04	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-93	1.84	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-93	1.68	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-93	1.62	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-93	1.66	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-93	1.76	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-93	1.84	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-93	1.87	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-93	1.91	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-93	1.95	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-93	1.93	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-93	2.12	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-93	2.16	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-93	2.27	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-93	2.26	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-93	2.26	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-93	2.23	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-93	2.2	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-93	2.14	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-93	2.26	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-93	2.49	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-93	2.72	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-93	2.9	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-93	3.01	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-93	3.02	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-93	2.97	2.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-93	2.96	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-93	2.86	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-93	2.81	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-93	2.84	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-93	2.89	2.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-93	2.86	2.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-93	2.82	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-93	2.71	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-93	2.82	2.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-93	2.95	2.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-93	2.99	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-93	2.97	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-93	3.02	2.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-93	3.07	2.92

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-93	3.14	2.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-93	3.22	2.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-93	3.25	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-93	3.25	3.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-93	3.23	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-93	3.21	3.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-93	3.19	2.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-93	3.2	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-93	3.25	2.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-93	3.23	2.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-93	3.38	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-93	3.37	2.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-93	3.46	3.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-93	3.37	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-93	3.34	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-93	3.44	3.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-93	3.47	3.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-93	3.47	3.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-93	3.56	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-93	3.68	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-93	3.84	3.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-93	4.03	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-93	4.07	3.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-93	4.12	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-93	4.21	4.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-93	4.29	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-93	4.47	4.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-93	4.68	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-93	4.55	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-93	4.49	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-93	4.53	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-93	4.55	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-93	4.58	4.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-93	4.64	4.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-93	4.7	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-93	4.74	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-93	4.64	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-93	4.56	4.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-93	4.55	4.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-93	4.57	4.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-93	4.67	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-93	4.68	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-93	4.7	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-93	4.72	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-93	4.78	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-93	4.8	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-93	4.87	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-93	4.97	4.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-93	5.04	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-93	5.09	4.97

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-93	5.1	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-93	5.06	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-93	5.01	4.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-93	4.99	4.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-93	5	4.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-93	4.9	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-93	4.84	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-93	4.76	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-93	4.75	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-93	4.75	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-93	4.93	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-93	5.14	5.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-93	5.3	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-93	5.42	5.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-93	5.45	5.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-93	5.45	5.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-93	5.45	5.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-93	5.4	5.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-93	5.36	5.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-93	5.33	5.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-93	5.29	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-93	5.29	5.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-93	5.29	5.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-93	5.29	5.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-93	5.26	5.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-93	5.24	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-93	5.2	5.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-93	5.15	5.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-93	5.12	5.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-93	5.12	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-93	5.14	5.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-93	5.2	5.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-93	5.22	5.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-93	5.22	5.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-93	5.27	5.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-93	5.3	5.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-93	5.3	5.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-93	5.35	5.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-93	5.38	5.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-93	5.42	5.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-93	5.43	5.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-93	5.45	5.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-93	5.4	5.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-93	5.4	5.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-93	5.35	5.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-93	5.27	5.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-93	5.21	5.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-93	5.18	5.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-93	5.17	5.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-93	5.16	5.1

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-93	5.17	5.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-93	5.21	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-93	5.26	5.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-93	5.35	5.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-93	5.4	5.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-93	5.41	5.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-93	5.38	5.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-93	5.39	5.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-93	5.41	5.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-93	5.35	5.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-93	5.27	5.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-93	5.17	5.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-93	5.07	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-93	5.03	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-93	5.05	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-93	5.1	5.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-93	5.13	5.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-93	5.12	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-93	5.11	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-93	5.11	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-93	5.08	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-93	5.03	4.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-93	4.95	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-93	4.89	4.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-93	4.81	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-93	4.75	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-93	4.7	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-93	4.66	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-93	4.66	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-93	4.68	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-93	4.77	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-93	4.81	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-93	4.83	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-93	4.83	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-93	4.85	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-93	4.83	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-93	4.8	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-93	4.76	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-93	4.71	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-93	4.65	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-93	4.59	4.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-93	4.52	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-93	4.47	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-93	4.43	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-93	4.41	4.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-93	4.41	4.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-93	4.42	4.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-93	4.41	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-93	4.38	4.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-93	4.3	4.06

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-93	4.19	3.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-93	4.08	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-93	3.95	3.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-93	3.82	3.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-93	3.7	3.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-93	3.62	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-93	3.57	3.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-93	3.5	3.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-93	3.43	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-93	3.38	3.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-93	3.33	3.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-93	3.34	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-93	3.31	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-93	3.31	2.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-93	3.27	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-93	3.18	2.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-93	3.06	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-93	2.96	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-93	2.84	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-93	2.72	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-93	2.61	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-93	2.54	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-93	2.57	2.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-93	2.66	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-93	2.75	2.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-93	2.52	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-93	2.64	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-93	2.67	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-93	2.64	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-93	2.59	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-93	2.52	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-93	2.33	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-93	2.16	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-93	1.97	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-93	1.82	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-93	1.85	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-93	1.89	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-93	1.95	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-93	1.98	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-93	2.04	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-93	2.12	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-93	2.16	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-93	2.21	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-93	2.24	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-93	2.24	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-93	2.16	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-93	2.13	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-93	2.1	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-93	1.99	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-93	1.89	1.52

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-93	1.81	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-93	1.77	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-93	1.85	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-93	1.93	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-93	1.99	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-93	2.03	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-93	2.05	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-93	2.05	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-93	1.94	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-93	1.85	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-93	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-93	1.73	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-93	1.64	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-93	1.54	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-93	1.37	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-93	1.32	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-93	1.36	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-93	1.39	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-93	1.49	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-93	1.59	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-93	1.69	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-93	1.75	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-93	1.81	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-93	1.83	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-94	1.83	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-94	1.82	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-94	1.77	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-94	1.69	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-94	1.58	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-94	1.53	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-94	1.39	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-94	1.44	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-94	1.48	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-94	1.49	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-94	1.55	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-94	1.64	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-94	1.67	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-94	1.69	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-94	1.7	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-94	1.72	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-94	1.6	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-94	1.37	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-94	1.25	0.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-94	1.12	0.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-94	0.93	0.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-94	0.99	0.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-94	1.04	0.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-94	1.1	0.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-94	1.19	0.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-94	1.33	0.75

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-94	1.47	0.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-94	1.61	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-94	1.69	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-94	1.75	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-94	1.76	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-94	1.88	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-94	1.83	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-94	1.74	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-94	1.55	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-94	1.43	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-94	1.45	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-94	1.5	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-94	1.57	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-94	1.66	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-94	1.79	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-94	1.82	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-94	1.84	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-94	1.8	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-94	1.75	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-94	1.66	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-94	1.61	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-94	1.54	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-94	1.48	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-94	1.38	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-94	1.31	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-94	1.39	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-94	1.48	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-94	1.52	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-94	1.56	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-94	1.66	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-94	1.89	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-94	1.98	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-94	1.98	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-94	2.01	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-94	1.91	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-94	1.78	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-94	1.63	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-94	1.56	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-94	1.54	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-94	1.51	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-94	1.53	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-94	1.54	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-94	1.59	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-94	1.65	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-94	1.79	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-94	1.88	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-94	1.94	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-94	1.98	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-94	2.01	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-94	2.04	1.45

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-94	1.99	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-94	1.96	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-94	1.82	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-94	1.78	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-94	1.79	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-94	1.83	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-94	1.91	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-94	2.05	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-94	2.41	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-94	2.56	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-94	2.76	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-94	2.84	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-94	2.88	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-94	2.89	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-94	2.88	2.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-94	2.79	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-94	2.44	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-94	2.33	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-94	2.2	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-94	2.19	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-94	2.25	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-94	2.37	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-94	2.43	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-94	2.45	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-94	2.46	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-94	2.49	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-94	2.45	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-94	2.41	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-94	2.31	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-94	2.31	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-94	2.31	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-94	2.21	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-94	2.1	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-94	2.24	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-94	2.28	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-94	2.51	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-94	2.46	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-94	2.58	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-94	2.67	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-94	2.7	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-94	2.75	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-94	2.72	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-94	2.66	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-94	2.5	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-94	2.38	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-94	2.17	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-94	2.29	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-94	2.46	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-94	2.48	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-94	2.55	2.11



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-94	2.54	2.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-94	2.52	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-94	2.49	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-94	2.53	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-94	2.55	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-94	2.59	2.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-94	2.59	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-94	2.6	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-94	2.65	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-94	2.69	2.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-94	2.65	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-94	2.53	2.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-94	2.47	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-94	2.49	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-94	2.64	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-94	2.76	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-94	2.9	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-94	2.95	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-94	2.97	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-94	2.99	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-94	2.99	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-94	2.95	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-94	2.87	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-94	2.86	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-94	2.77	2.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-94	2.75	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-94	2.75	2.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-94	2.82	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-94	3.02	2.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-94	3.1	2.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-94	3.18	2.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-94	3.29	3.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-94	3.4	3.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-94	3.47	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-94	3.58	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-94	3.69	3.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-94	3.77	3.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-94	3.81	3.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-94	3.83	3.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-94	3.83	3.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-94	3.83	3.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-94	3.84	3.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-94	3.84	3.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-94	3.88	3.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-94	3.98	3.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-94	4.04	3.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-94	4.15	3.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-94	4.17	3.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-94	4.13	3.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-94	4.14	3.94

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-94	4.16	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-94	4.22	4.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-94	4.45	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-94	4.35	4.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-94	4.22	4.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-94	4.22	4.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-94	4.14	4.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-94	4.22	4.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-94	4.21	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-94	4.16	4.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-94	4.1	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-94	4.12	3.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-94	4.17	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-94	4.27	4.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-94	4.36	4.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-94	4.41	4.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-94	4.52	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-94	4.52	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-94	4.47	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-94	4.44	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-94	4.39	4.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-94	4.31	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-94	4.25	4.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-94	4.23	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-94	4.15	3.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-94	4.09	3.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-94	4.06	3.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-94	4.04	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-94	4.07	3.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-94	4.06	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-94	4.13	3.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-94	4.17	3.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-94	4.19	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-94	4.21	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-94	4.26	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-94	4.28	4.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-94	4.26	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-94	4.28	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-94	4.36	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-94	4.37	4.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-94	4.38	4.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-94	4.39	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-94	4.43	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-94	4.5	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-94	4.59	4.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-94	4.72	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-94	4.81	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-94	4.83	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-94	4.76	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-94	4.69	4.58

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-94	4.64	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-94	4.71	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-94	4.81	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-94	4.92	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-94	4.92	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-94	4.92	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-94	4.94	4.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-94	5.01	4.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-94	5.06	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-94	5.05	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-94	5.01	4.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-94	4.97	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-94	4.94	4.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-94	4.92	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-94	4.88	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-94	4.81	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-94	4.73	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-94	4.72	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-94	4.74	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-94	4.75	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-94	4.79	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-94	4.8	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-94	4.77	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-94	4.72	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-94	4.66	4.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-94	4.62	4.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-94	4.53	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-94	4.45	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-94	4.35	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-94	4.24	4.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-94	4.17	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-94	4.16	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-94	4.2	4.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-94	4.23	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-94	4.29	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-94	4.34	4.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-94	4.36	4.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-94	4.33	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-94	4.3	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-94	4.29	4.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-94	4.28	4.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-94	4.26	4.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-94	4.24	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-94	4.17	4.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-94	4.06	3.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-94	3.96	3.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-94	3.88	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-94	3.82	3.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-94	3.79	3.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-94	3.76	3.6

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-94	3.79	3.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-94	3.85	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-94	3.88	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-94	3.87	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-94	3.86	3.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-94	3.8	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-94	3.72	3.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-94	3.6	3.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-94	3.47	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-94	3.36	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-94	3.35	3.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-94	3.33	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-94	3.35	3.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-94	3.38	3.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-94	3.4	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-94	3.45	3.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-94	3.45	3.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-94	3.43	3.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-94	3.39	3.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-94	3.31	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-94	3.22	2.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-94	3.1	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-94	2.99	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-94	2.88	2.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-94	2.73	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-94	2.6	2.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-94	2.55	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-94	2.55	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-94	2.61	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-94	2.71	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-94	2.76	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-94	2.84	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-94	2.92	2.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-94	2.92	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-94	2.83	2.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-94	2.68	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-94	2.49	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-94	2.35	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-94	2.17	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-94	2.09	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-94	2.08	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-94	2.09	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-94	2.1	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-94	2.12	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-94	2.16	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-94	2.19	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-94	2.24	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-94	2.21	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-94	2.2	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-94	2.17	1.72

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-94	2.08	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-94	1.92	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-94	1.84	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-94	1.83	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-94	1.83	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-94	1.85	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-94	1.83	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-94	1.99	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-94	2.09	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-94	2.17	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-94	2.22	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-94	2.31	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-94	2.31	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-94	2.22	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-94	2.1	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-94	2.02	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-94	1.88	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-94	1.72	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-94	1.61	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-94	1.47	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-94	1.46	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-94	1.49	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-94	1.58	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-94	1.7	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-94	1.72	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-94	1.79	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-94	1.85	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-94	1.86	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-94	1.82	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-94	1.76	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-94	1.73	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-94	1.69	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-94	1.65	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-94	1.48	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-94	1.45	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-94	1.42	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-94	1.31	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-94	1.44	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-94	1.56	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-95	1.66	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-95	1.71	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-95	1.73	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-95	1.7	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-95	1.59	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-95	1.52	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-95	1.45	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-95	1.34	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-95	1.04	0.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-95	0.94	0.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-95	0.97	0.67

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-95	0.98	0.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-95	1.01	0.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-95	0.95	0.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-95	0.97	0.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-95	1.15	0.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-95	1.28	0.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-95	1.27	0.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-95	1.25	0.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-95	1.25	0.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-95	1.33	0.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-95	1.37	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-95	1.28	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-95	1.1	0.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-95	0.95	0.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-95	0.77	0.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-95	0.89	0.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-95	0.97	0.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-95	1.06	0.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-95	1.21	0.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-95	1.32	0.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-95	1.38	0.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-95	1.39	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-95	1.4	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-95	1.33	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-95	1.25	0.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-95	1.17	0.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-95	1.09	0.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-95	0.95	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-95	0.88	0.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-95	1.09	0.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-95	1.13	0.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-95	1.14	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-95	1.16	0.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-95	1.29	0.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-95	1.38	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-95	1.44	0.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-95	1.49	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-95	1.54	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-95	1.56	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-95	1.53	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-95	1.39	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-95	1.3	0.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-95	1.2	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-95	1.07	0.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-95	1.11	0.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-95	1.11	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-95	1.2	0.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-95	1.35	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-95	1.51	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-95	1.38	0.91

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-95	1.27	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-95	0.98	0.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-95	0.97	0.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-95	0.86	0.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-95	0.81	0.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-95	0.94	0.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-95	1.05	0.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-95	1.1	0.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-95	1.41	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-95	1.54	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-95	1.69	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-95	1.82	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-95	1.88	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-95	1.88	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-95	1.82	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-95	1.75	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-95	1.64	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-95	1.49	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-95	1.48	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-95	1.55	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-95	1.61	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-95	1.68	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-95	1.78	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-95	1.94	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-95	2.07	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-95	0	0
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-95	0	0
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-95	0	0
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-95	0	0
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-95	2.05	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-95	1.96	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-95	1.87	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-95	1.63	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-95	1.63	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-95	1.62	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-95	1.61	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-95	1.79	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-95	1.85	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-95	1.73	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-95	1.65	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-95	1.69	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-95	1.86	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-95	2.03	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-95	2.14	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-95	2.21	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-95	2.27	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-95	2.27	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-95	2.15	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-95	2.05	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-95	1.94	1.51

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-95	1.87	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-95	1.77	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-95	1.77	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-95	1.87	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-95	1.9	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-95	1.85	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-95	1.94	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-95	1.97	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-95	2.04	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-95	2.08	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-95	2.13	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-95	2.14	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-95	2.01	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-95	1.98	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-95	1.92	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-95	1.85	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-95	1.84	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-95	1.75	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-95	1.81	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-95	2.05	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-95	2.33	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-95	2.52	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-95	2.73	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-95	2.93	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-95	3.33	2.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-95	3.65	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-95	3.43	2.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-95	3.32	2.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-95	3.13	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-95	3.01	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-95	2.98	2.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-95	2.98	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-95	3.05	2.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-95	3.13	2.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-95	3.26	2.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-95	3.32	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-95	3.4	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-95	3.41	3.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-95	3.36	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-95	3.32	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-95	3.28	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-95	3.23	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-95	3.21	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-95	3.2	2.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-95	3.19	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-95	3.17	2.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-95	3.19	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-95	3.2	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-95	3.2	2.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-95	3.26	2.86



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-95	3.33	2.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-95	3.45	2.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-95	3.55	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-95	3.61	3.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-95	3.64	3.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-95	3.69	3.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-95	3.76	3.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-95	3.91	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-95	4.05	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-95	4.22	4.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-95	4.31	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-95	4.38	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-95	4.59	4.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-95	4.61	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-95	4.64	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-95	4.67	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-95	4.7	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-95	4.72	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-95	4.71	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-95	4.71	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-95	4.72	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-95	4.75	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-95	4.79	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-95	4.85	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-95	4.93	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-95	5	4.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-95	5.09	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-95	5.17	5.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-95	5.26	5.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-95	5.38	5.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-95	5.5	5.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-95	5.6	5.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-95	5.66	5.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-95	5.72	5.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-95	5.9	5.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-95	5.87	5.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-95	5.8	5.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-95	5.77	5.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-95	5.74	5.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-95	5.69	5.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-95	5.66	5.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-95	5.63	5.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-95	5.6	5.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-95	5.54	5.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-95	5.46	5.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-95	5.4	5.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-95	5.33	5.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-95	5.36	5.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-95	5.31	5.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-95	5.23	5.13

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-95	5.21	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-95	5.14	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-95	5.08	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-95	5.12	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-95	5.06	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-95	4.97	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-95	4.91	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-95	4.88	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-95	4.95	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-95	4.95	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-95	4.94	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-95	4.91	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-95	4.9	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-95	4.99	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-95	5.07	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-95	5.22	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-95	5.3	5.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-95	5.39	5.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-95	5.5	5.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-95	5.58	5.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-95	5.64	5.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-95	5.66	5.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-95	5.67	5.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-95	5.66	5.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-95	5.66	5.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-95	5.64	5.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-95	5.64	5.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-95	5.63	5.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-95	5.59	5.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-95	5.57	5.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-95	5.56	5.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-95	5.55	5.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-95	5.49	5.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-95	5.47	5.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-95	5.41	5.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-95	5.32	5.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-95	5.3	5.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-95	5.25	5.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-95	5.2	5.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-95	5.15	5.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-95	5.13	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-95	5.12	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-95	5.11	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-95	5.09	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-95	5.03	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-95	4.96	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-95	4.92	4.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-95	4.86	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-95	4.94	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-95	4.91	4.81

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-95	4.83	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-95	4.74	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-95	4.7	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-95	4.7	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-95	4.73	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-95	4.81	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-95	4.9	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-95	5.04	4.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-95	5.1	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-95	5.11	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-95	5.13	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-95	5.14	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-95	5.15	5.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-95	5.07	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-95	5.04	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-95	4.97	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-95	4.96	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-95	4.94	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-95	4.88	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-95	4.86	4.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-95	4.84	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-95	4.77	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-95	4.66	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-95	4.56	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-95	4.43	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-95	4.3	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-95	4.21	4.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-95	4.07	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-95	3.95	3.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-95	3.85	3.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-95	3.8	3.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-95	3.75	3.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-95	3.74	3.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-95	3.71	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-95	3.77	3.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-95	3.6	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-95	3.58	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-95	3.6	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-95	3.52	3.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-95	3.39	3.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-95	3.27	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-95	3.16	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-95	3.02	2.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-95	2.92	2.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-95	2.85	2.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-95	2.83	2.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-95	2.77	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-95	2.8	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-95	2.83	2.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-95	2.84	2.44

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-95	2.85	2.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-95	2.97	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-95	3.37	2.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-95	3.36	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-95	3.16	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-95	2.97	2.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-95	2.81	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-95	2.72	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-95	2.75	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-95	2.73	2.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-95	2.71	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-95	2.88	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-95	2.98	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-95	3.03	2.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-95	3	2.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-95	2.98	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-95	3.03	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-95	3.04	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-95	3.07	2.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-95	3	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-95	2.79	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-95	2.56	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-95	2.41	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-95	2.3	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-95	2.31	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-95	2.37	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-95	2.38	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-95	2.4	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-95	2.38	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-95	2.38	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-95	2.38	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-95	2.34	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-95	2.34	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-95	2.29	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-95	2.24	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-95	2.14	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-95	2.04	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-95	1.86	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-95	1.77	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-95	1.7	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-95	1.73	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-95	1.84	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-95	1.93	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-95	2.06	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-95	2.15	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-95	2.24	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-95	2.27	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-95	2.2	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-95	2.1	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-95	1.95	1.53

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-95	1.88	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-95	1.74	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-95	1.58	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-95	1.54	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-96	1.61	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-96	1.63	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-96	1.6	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-96	1.67	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-96	1.71	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-96	1.76	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-96	1.76	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-96	1.76	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-96	1.75	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-96	1.71	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-96	1.7	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-96	1.51	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-96	1.58	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-96	1.49	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-96	1.49	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-96	1.4	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-96	1.49	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-96	1.55	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-96	1.61	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-96	1.7	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-96	1.82	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-96	1.79	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-96	1.74	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-96	1.69	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-96	1.68	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-96	1.58	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-96	1.46	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-96	1.18	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-96	1.08	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-96	1.14	0.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-96	1.15	0.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-96	1.19	0.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-96	1.3	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-96	1.43	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-96	1.52	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-96	1.57	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-96	1.69	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-96	1.75	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-96	1.75	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-96	1.69	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-96	1.68	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-96	1.57	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-96	1.48	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-96	1.23	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-96	1.15	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-96	1.23	0.82

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-96	1.31	0.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-96	1.36	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-96	1.52	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-96	1.64	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-96	1.77	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-96	1.85	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-96	1.89	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-96	1.86	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-96	1.83	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-96	1.7	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-96	1.5	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-96	1.22	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-96	1.19	0.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Feb-96	1.19	0.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-96	1.21	0.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-96	1.23	0.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-96	1.32	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-96	1.47	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-96	1.56	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-96	1.61	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-96	1.6	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-96	1.62	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-96	1.63	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-96	1.65	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-96	1.56	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-96	1.51	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-96	1.49	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-96	1.6	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-96	1.68	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-96	1.76	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-96	1.85	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-96	1.95	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-96	2.03	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-96	2.08	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-96	2.1	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-96	2	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-96	1.81	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-96	1.71	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-96	1.68	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-96	1.6	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-96	1.57	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-96	1.54	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-96	1.6	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-96	1.75	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-96	1.9	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-96	2.03	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-96	2.05	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-96	2.06	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-96	2.45	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-96	2.44	1.96

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-96	2.42	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-96	2.4	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-96	2.36	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-96	2.33	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-96	2.21	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-96	2.06	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-96	1.96	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-96	1.91	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-96	2.02	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-96	2.1	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-96	2.21	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-96	2.27	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-96	2.31	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-96	2.35	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-96	2.4	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-96	2.44	1.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-96	2.38	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-96	2.26	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-96	2.25	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-96	2.17	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-96	2	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-96	1.9	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-96	1.96	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-96	2.16	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-96	2.44	1.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-96	2.6	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-96	2.67	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-96	2.79	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-96	2.9	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-96	2.95	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-96	3.01	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-96	3.09	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-96	2.91	2.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-96	2.92	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-96	2.96	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-96	2.93	2.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-96	2.89	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-96	3.02	2.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-96	3.18	2.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-96	3.28	2.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-96	3.25	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-96	3.3	3.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-96	3.35	3.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-96	3.4	3.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-96	3.37	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-96	3.3	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-96	3.2	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-96	3.13	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-96	3.07	2.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-96	3	2.88

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-96	2.97	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-96	2.95	2.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-96	3.08	2.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-96	3.37	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-96	3.37	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-96	3.29	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-96	3.38	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-96	3.39	3.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-96	3.43	3.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-96	3.62	3.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-96	3.67	3.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-96	3.69	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-96	3.65	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-96	3.59	3.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-96	3.54	3.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-96	3.46	3.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-96	3.41	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-96	3.38	3.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-96	3.38	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-96	3.37	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-96	3.38	3.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-96	3.42	3.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-96	3.48	3.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-96	3.43	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-96	3.63	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-96	3.5	3.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-96	3.62	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-96	3.65	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-96	3.58	3.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-96	3.39	3.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-96	3.3	3.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-96	3.32	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-96	3.43	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-96	3.57	3.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-96	3.77	3.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-96	3.97	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-96	4.09	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-96	4.26	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-96	4.41	4.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-96	4.53	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-96	4.59	4.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-96	4.67	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-96	4.74	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-96	4.77	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-96	4.77	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-96	4.74	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-96	4.71	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-96	4.73	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-96	4.78	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-96	4.92	4.85



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-96	5.07	4.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-96	5.2	5.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-96	5.29	5.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-96	5.36	5.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-96	5.44	5.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-96	5.54	5.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-96	5.62	5.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-96	5.69	5.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-96	5.72	5.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-96	5.71	5.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-96	5.71	5.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-96	5.72	5.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-96	5.68	5.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-96	5.62	5.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-96	5.58	5.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-96	5.55	5.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-96	5.57	5.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-96	5.55	5.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-96	5.53	5.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-96	5.52	5.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-96	5.43	5.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-96	5.34	5.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-96	5.27	5.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-96	5.23	5.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-96	5.12	5.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-96	5.07	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-96	5.04	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-96	5.02	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-96	5	4.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-96	5	4.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-96	5.02	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-96	5.07	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-96	5.1	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-96	5.15	5.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-96	5.22	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-96	5.23	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-96	5.27	5.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-96	5.32	5.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-96	5.28	5.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-96	5.25	5.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-96	5.22	5.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-96	5.22	5.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-96	5.26	5.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-96	5.28	5.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-96	5.4	5.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-96	5.42	5.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-96	5.47	5.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-96	5.47	5.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-96	5.45	5.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-96	5.44	5.35

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-96	5.42	5.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-96	5.43	5.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-96	5.43	5.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-96	5.41	5.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-96	5.37	5.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-96	5.35	5.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-96	5.32	5.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-96	5.31	5.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-96	5.31	5.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-96	5.33	5.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-96	5.32	5.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-96	5.31	5.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-96	5.3	5.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-96	5.27	5.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-96	5.21	5.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-96	5.17	5.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-96	5.09	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-96	4.96	4.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-96	4.85	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-96	4.76	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-96	4.68	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-96	4.6	4.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-96	4.55	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-96	4.53	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-96	4.6	4.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-96	4.63	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-96	4.59	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-96	4.51	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-96	4.43	4.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-96	4.34	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-96	4.31	4.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-96	4.21	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-96	4.13	4.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-96	4.18	4.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-96	4.12	4.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-96	4.1	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-96	4.09	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-96	4.07	3.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-96	4.07	3.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-96	4.07	3.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-96	4.1	3.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-96	4.11	3.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-96	4.09	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-96	4.06	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-96	3.97	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-96	3.87	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-96	3.75	3.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-96	3.62	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-96	3.52	3.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-96	3.45	3.31

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-96	3.4	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-96	3.34	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-96	3.38	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-96	3.42	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-96	3.48	3.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-96	3.6	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-96	4.21	3.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-96	3.92	3.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-96	3.64	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-96	3.41	3.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-96	3.26	3.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-96	3.19	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-96	3.17	3.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-96	3.14	3.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-96	3.17	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-96	3.21	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-96	3.24	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-96	3.27	3.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-96	3.29	3.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-96	3.31	3.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-96	3.34	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-96	3.3	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-96	3.25	2.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-96	3.19	2.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-96	3.1	2.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-96	3.02	2.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-96	2.8	2.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-96	2.7	2.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-96	2.62	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-96	2.62	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-96	2.65	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-96	2.68	2.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-96	2.71	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-96	2.73	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-96	2.7	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-96	2.65	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-96	2.59	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-96	2.51	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-96	2.43	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-96	2.35	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-96	2.3	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-96	2.18	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-96	2.08	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-96	2.02	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-96	2	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-96	2.04	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-96	2.04	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-96	2.14	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-96	2.18	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-96	2.32	1.81

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-96	2.4	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-96	2.45	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-96	2.38	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-96	2.31	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-96	2.2	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-96	2.06	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-96	2	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-96	1.99	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-96	1.93	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-96	1.97	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-96	2.05	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-96	2.1	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-96	2.1	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-96	2.11	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-96	2.1	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-96	2.08	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-96	2.02	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-96	2	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-96	1.95	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-96	1.93	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-97	1.85	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-97	1.76	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-97	1.69	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-97	1.59	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-97	1.65	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-97	1.7	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-97	1.79	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-97	1.87	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-97	1.99	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-97	2.1	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-97	2.12	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-97	2.13	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-97	2.04	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-97	1.97	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-97	1.76	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-97	1.58	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-97	1.46	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-97	1.36	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-97	1.31	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-97	1.37	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-97	1.5	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-97	1.59	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-97	1.57	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-97	1.57	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-97	1.61	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-97	1.56	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-97	1.5	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-97	1.52	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-97	1.51	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-97	1.46	1.04

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-97	1.42	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-97	1.4	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-97	1.34	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-97	1.32	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-97	1.43	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-97	1.53	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-97	1.63	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-97	1.79	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-97	1.83	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-97	1.86	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-97	1.99	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-97	1.93	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-97	1.81	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-97	1.61	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-97	1.52	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-97	1.39	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-97	1.33	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-97	1.4	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-97	1.42	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-97	1.43	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-97	1.46	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-97	1.5	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-97	1.51	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-97	1.53	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-97	1.62	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-97	1.66	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-97	1.65	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-97	1.64	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-97	1.64	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-97	1.57	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-97	1.48	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-97	1.37	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-97	1.34	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-97	1.39	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-97	1.46	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-97	1.55	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-97	1.67	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-97	1.86	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-97	2	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-97	2.06	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-97	2.01	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-97	1.97	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-97	1.87	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-97	1.75	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-97	1.54	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-97	1.44	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-97	1.48	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-97	1.49	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-97	1.53	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-97	1.68	1.21

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-97	1.85	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-97	1.9	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-97	1.96	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-97	1.97	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-97	1.99	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-97	1.98	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-97	1.98	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-97	1.97	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-97	1.96	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-97	1.74	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-97	1.68	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-97	1.64	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-97	1.66	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-97	1.72	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-97	1.69	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-97	1.91	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-97	2.02	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-97	2.1	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-97	2.1	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-97	2.01	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-97	1.85	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-97	1.77	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-97	1.7	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-97	1.57	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-97	1.38	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-97	1.35	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-97	1.34	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-97	1.42	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-97	1.52	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-97	1.57	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-97	1.61	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-97	1.65	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-97	1.72	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-97	1.74	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-97	1.82	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-97	1.83	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-97	1.85	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-97	1.84	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-97	1.82	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-97	1.84	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-97	1.84	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-97	1.84	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-97	1.9	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-97	2.04	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-97	2.17	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-97	2.2	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-97	2.29	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-97	2.3	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-97	2.2	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-97	2.22	1.74

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-97	2.19	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-97	2.18	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-97	2.12	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-97	2.03	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-97	1.93	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-97	1.97	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-97	2.04	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-97	2.1	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-97	2.21	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-97	2.77	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-97	2.82	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-97	2.92	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-97	2.93	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-97	2.96	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-97	2.88	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-97	2.85	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-97	2.93	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-97	2.95	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-97	2.87	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-97	2.86	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-97	2.86	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-97	2.96	2.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-97	3.04	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-97	3.05	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-97	3	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-97	3	2.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-97	3.04	2.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-97	3.11	2.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-97	3.11	2.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-97	3.07	2.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-97	3.07	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-97	3.02	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-97	3.02	2.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-97	3.04	2.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-97	3.09	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-97	3.18	2.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-97	3.25	3.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-97	3.38	3.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-97	3.49	3.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-97	3.57	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-97	3.66	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-97	3.73	3.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-97	3.74	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-97	3.81	3.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-97	3.87	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-97	3.87	3.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-97	3.85	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-97	3.92	3.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-97	3.9	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-97	3.84	3.62

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-97	3.79	3.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-97	3.74	3.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-97	3.88	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-97	3.94	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-97	4.01	3.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-97	4.04	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-97	4.11	3.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-97	4.17	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-97	4.21	4.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-97	4.23	4.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-97	4.33	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-97	4.46	4.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-97	4.6	4.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-97	4.79	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-97	4.94	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-97	5.16	5.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-97	5.28	5.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-97	5.35	5.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-97	5.4	5.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-97	5.41	5.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-97	5.44	5.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-97	5.53	5.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-97	5.52	5.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-97	5.48	5.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-97	5.41	5.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-97	5.32	5.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-97	5.21	5.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-97	5.11	5.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-97	5.05	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-97	5.03	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-97	5.02	4.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-97	5.02	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-97	4.97	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-97	4.87	4.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-97	4.8	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-97	4.77	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-97	4.91	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-97	4.93	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-97	4.79	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-97	4.73	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-97	4.69	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-97	4.7	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-97	4.72	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-97	4.74	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-97	4.82	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-97	4.87	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-97	4.95	4.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-97	5.02	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-97	5.08	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-97	5.16	5.09



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-97	5.25	5.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-97	5.35	5.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-97	5.38	5.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-97	5.34	5.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-97	5.28	5.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-97	5.19	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-97	5.08	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-97	4.96	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-97	4.84	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-97	4.83	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-97	4.82	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-97	4.84	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-97	4.74	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-97	4.67	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-97	4.64	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-97	4.59	4.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-97	4.55	4.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-97	4.6	4.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-97	4.68	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-97	4.68	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-97	4.74	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-97	4.72	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-97	4.68	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-97	4.64	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-97	4.61	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-97	4.58	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-97	4.56	4.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-97	4.55	4.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-97	4.64	4.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-97	4.69	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-97	4.75	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-97	4.8	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-97	4.84	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-97	4.83	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-97	4.85	4.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-97	4.87	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-97	4.84	4.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-97	4.83	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-97	4.9	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-97	5	4.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-97	4.9	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-97	4.89	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-97	4.9	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-97	4.86	4.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-97	4.85	4.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-97	4.8	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-97	4.74	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-97	4.64	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-97	4.56	4.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-97	4.47	4.36

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-97	4.39	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-97	4.35	4.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-97	4.2	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-97	4.12	4.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-97	4.02	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-97	3.94	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-97	3.91	3.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-97	3.89	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-97	3.87	3.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-97	3.85	3.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-97	3.76	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-97	3.65	3.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-97	3.51	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-97	3.36	3.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-97	3.19	3.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-97	3.01	2.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-97	2.85	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-97	2.7	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-97	2.61	2.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-97	2.55	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-97	2.57	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-97	2.58	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-97	2.61	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-97	2.65	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-97	2.69	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-97	2.66	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-97	2.65	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-97	2.59	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-97	2.51	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-97	2.44	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-97	2.44	2.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-97	2.45	2.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-97	2.39	2.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-97	2.34	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-97	2.42	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-97	2.57	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-97	2.6	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-97	2.7	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-97	2.69	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-97	2.67	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-97	2.54	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-97	2.49	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-97	2.41	1.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-97	2.27	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-97	2.08	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-97	1.87	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-97	1.73	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-97	1.73	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-97	1.86	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-97	1.88	1.49

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-97	1.93	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-97	2.04	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-97	1.97	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-97	2	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-97	2.04	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-97	2.06	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-97	2.04	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-97	2.01	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-97	1.97	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-97	1.86	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-97	1.77	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-97	1.79	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-97	1.73	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-97	1.7	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-97	1.87	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-97	1.88	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-97	1.96	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-97	2.07	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-97	2.14	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-97	1.99	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-97	1.92	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-97	1.92	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-97	1.84	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-97	1.78	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-97	1.69	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-97	1.6	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-97	1.52	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-97	1.57	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-97	1.59	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-97	1.65	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-97	1.72	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-97	1.82	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-97	1.9	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-97	1.95	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-97	2.03	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-98	2.04	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-98	1.92	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-98	1.83	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-98	1.69	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-98	1.64	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-98	1.59	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-98	1.48	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-98	1.46	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-98	1.5	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-98	1.53	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-98	1.6	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-98	1.76	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-98	1.89	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-98	1.97	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-98	1.98	1.44

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-98	1.96	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-98	1.89	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-98	1.82	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-98	1.72	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-98	1.54	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-98	1.33	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-98	1.3	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-98	1.33	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-98	1.42	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-98	1.48	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-98	1.56	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-98	1.68	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-98	1.72	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-98	1.9	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-98	1.96	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-98	1.99	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-98	1.93	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-98	1.83	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-98	1.74	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-98	1.6	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-98	1.48	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-98	1.41	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-98	1.44	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-98	1.48	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-98	1.65	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-98	1.68	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-98	1.68	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-98	1.7	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-98	1.78	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-98	1.8	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-98	1.77	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-98	1.77	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-98	1.77	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-98	1.68	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-98	1.63	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-98	1.54	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-98	1.42	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-98	1.43	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-98	1.52	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-98	1.59	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-98	1.69	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-98	1.87	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-98	2.05	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-98	2.11	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-98	2.12	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-98	2.07	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-98	1.92	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-98	1.79	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-98	1.67	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-98	1.51	1.11

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-98	1.43	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-98	1.42	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-98	1.45	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-98	1.55	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-98	1.61	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-98	1.76	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-98	1.85	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-98	1.87	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-98	1.91	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-98	1.84	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-98	1.75	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-98	1.62	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-98	1.59	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-98	1.59	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-98	1.58	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-98	1.56	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-98	1.7	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-98	1.84	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-98	2.01	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-98	2.21	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-98	2.21	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-98	2.29	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-98	2.41	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-98	2.45	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-98	2.46	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-98	2.33	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-98	2.17	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-98	2.07	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-98	1.95	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-98	1.97	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-98	1.88	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-98	1.95	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-98	2.06	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-98	2.12	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-98	2.19	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-98	2.27	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-98	2.3	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-98	2.36	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-98	2.39	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-98	2.36	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-98	2.24	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-98	2.16	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-98	2.11	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-98	1.96	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-98	1.95	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-98	2.12	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-98	2.51	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-98	2.66	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-98	2.71	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-98	2.7	2.22

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-98	2.72	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-98	2.81	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-98	2.85	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-98	2.78	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-98	2.73	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-98	2.63	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-98	2.42	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-98	2.27	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-98	2.2	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-98	2.21	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-98	2.3	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-98	2.32	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-98	2.39	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-98	2.44	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-98	2.51	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-98	2.47	2.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-98	2.48	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-98	2.54	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-98	2.5	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-98	2.58	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-98	2.56	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-98	2.53	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-98	2.59	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-98	2.58	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-98	2.6	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-98	2.89	2.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-98	3.04	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-98	3.18	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-98	3.33	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-98	3.27	2.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-98	3.3	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-98	3.41	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-98	3.45	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-98	3.48	3.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-98	3.48	3.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-98	3.58	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-98	3.51	3.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-98	3.47	3.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-98	3.43	3.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-98	3.39	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-98	3.41	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-98	3.52	3.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-98	3.61	3.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-98	3.72	3.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-98	3.76	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-98	3.89	3.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-98	3.89	3.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-98	3.91	3.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-98	4.09	3.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-98	4.25	4.05

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-98	4.39	4.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-98	4.44	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-98	4.43	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-98	4.41	4.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-98	4.41	4.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-98	4.46	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-98	4.53	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-98	4.59	4.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-98	4.68	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-98	4.76	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-98	4.8	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-98	4.82	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-98	4.82	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-98	4.81	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-98	4.8	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-98	4.79	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-98	4.67	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-98	4.71	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-98	4.74	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-98	4.77	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-98	4.81	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-98	4.84	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-98	4.87	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-98	4.93	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-98	4.99	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-98	5.07	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-98	5.19	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-98	5.31	5.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-98	5.33	5.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-98	5.4	5.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-98	5.48	5.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-98	5.54	5.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-98	5.6	5.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-98	5.63	5.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-98	5.63	5.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-98	5.62	5.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-98	5.72	5.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-98	5.78	5.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-98	5.87	5.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-98	5.93	5.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-98	6.02	5.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-98	6.08	6.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-98	6.1	6.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-98	6.15	6.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-98	6.19	6.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-98	6.21	6.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-98	6.18	6.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-98	6.12	6.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-98	6.08	6.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-98	6.05	6.02

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-98	6.01	5.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-98	6	5.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-98	6.01	5.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-98	6.03	5.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-98	6.04	5.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-98	6.03	5.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-98	6.04	5.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-98	6.09	6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-98	6.06	6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-98	6.09	6.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-98	6.11	6.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-98	6.08	6.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-98	6.06	6.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-98	6.06	6.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-98	6.1	6.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-98	6.15	6.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-98	6.19	6.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-98	6.24	6.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-98	6.29	6.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-98	6.33	6.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-98	6.38	6.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-98	6.44	6.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-98	6.45	6.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-98	6.47	6.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-98	6.44	6.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-98	6.41	6.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-98	6.37	6.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-98	6.35	6.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-98	6.34	6.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-98	6.37	6.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-98	6.38	6.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-98	6.41	6.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-98	6.45	6.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-98	6.55	6.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-98	6.6	6.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-98	6.68	6.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-98	6.76	6.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-98	6.76	6.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-98	6.76	6.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-98	6.7	6.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-98	6.59	6.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-98	6.47	6.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-98	6.34	6.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-98	6.2	6.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-98	6.11	6.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-98	5.98	5.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-98	5.86	5.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-98	5.75	5.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-98	5.64	5.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-98	5.54	5.41



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-98	5.42	5.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-98	5.29	5.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-98	5.19	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-98	5.07	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-98	4.97	4.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-98	4.91	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-98	4.76	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-98	4.68	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-98	5.64	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-98	5.49	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-98	5.42	4.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-98	5.32	4.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-98	5.23	4.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-98	4.59	4.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-98	4.6	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-98	5.02	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-98	4.94	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-98	4.81	4.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-98	4.69	4.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-98	4.59	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-98	3.87	3.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-98	3.77	3.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-98	4.15	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-98	3.68	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-98	3.98	3.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-98	3.92	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-98	3.89	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-98	3.89	3.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-98	3.9	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-98	3.92	3.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-98	3.8	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-98	3.75	0
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-98	3.66	0
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-98	3.84	3.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-98	3.62	3.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-98	3.65	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-98	3.8	3.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-98	3.8	3.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-98	3.92	3.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-98	3.79	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-98	3.79	3.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-98	3.81	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-98	3.83	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-98	3.82	3.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-98	3.8	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-98	3.7	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-98	3.61	3.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-98	3.48	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-98	3.35	2.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-98	3.16	2.81

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-98	3.1	2.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-98	2.98	2.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-98	2.91	2.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-98	2.91	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-98	2.88	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-98	2.98	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-98	2.95	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-98	3.05	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-98	3.02	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-98	3.01	2.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-98	3.04	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-98	3.35	3.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-98	3.24	3.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-98	3.09	2.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-98	2.93	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-98	2.77	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-98	2.69	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-98	2.65	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-98	2.64	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-98	2.67	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-98	2.7	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-98	2.72	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-98	2.79	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-98	2.8	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-98	2.76	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-98	2.7	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-98	2.6	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-98	2.49	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-98	2.32	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-98	2.16	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-98	2.05	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-98	2.03	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-98	2.02	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-98	2.11	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-98	2.14	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-98	2.2	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-98	2.24	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-98	2.31	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-98	2.31	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-98	2.25	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-98	2.2	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-98	2.22	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-98	2.18	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-98	2.16	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-98	1.99	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-98	1.9	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-98	1.82	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-98	1.92	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-98	2.01	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-98	2.09	1.65

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-99	2.14	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-99	2.16	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-99	2.19	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-99	2.2	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-99	2.22	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-99	2.2	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-99	2.14	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-99	2.08	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-99	1.9	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-99	1.73	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-99	1.52	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-99	1.53	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-99	1.66	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-99	1.72	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-99	1.77	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-99	1.82	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-99	1.87	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-99	1.9	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-99	1.92	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-99	1.94	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-99	1.97	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-99	2.01	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-99	1.92	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-99	1.82	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-99	1.75	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-99	1.55	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-99	1.51	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-99	1.52	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-99	1.63	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-99	1.73	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-99	1.82	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-99	1.85	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-99	1.82	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-99	1.91	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-99	1.94	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-99	1.83	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-99	1.78	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-99	1.64	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-99	1.57	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-99	1.54	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-99	1.47	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-99	1.48	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-99	1.58	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-99	1.61	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-99	1.63	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-99	1.72	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-99	1.82	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-99	1.93	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-99	1.96	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-99	2	1.42

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-99	1.99	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-99	1.93	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-99	1.86	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-99	1.74	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-99	1.58	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-99	1.51	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-99	1.61	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-99	1.64	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-99	1.66	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-99	1.67	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-99	1.72	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-99	1.77	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-99	1.79	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-99	1.8	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-99	1.81	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-99	1.79	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-99	1.77	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-99	1.7	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-99	1.64	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-99	1.49	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-99	1.45	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-99	1.62	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-99	1.62	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-99	1.6	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-99	1.72	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-99	1.86	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-99	1.9	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-99	2.15	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-99	2.13	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-99	2.05	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-99	1.92	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-99	1.74	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-99	1.64	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-99	1.59	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-99	1.68	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-99	1.84	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-99	1.92	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-99	1.89	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-99	1.87	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-99	1.92	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-99	2.03	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-99	2.08	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-99	2.04	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-99	2.04	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-99	1.99	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-99	1.92	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-99	1.91	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-99	1.76	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-99	1.53	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-99	1.57	1.09

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-99	1.65	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-99	1.79	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-99	1.83	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-99	1.91	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-99	2.07	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-99	2.4	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-99	2.53	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-99	2.56	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-99	2.55	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-99	2.47	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-99	2.35	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-99	2.18	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-99	2.04	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-99	2.01	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-99	2.07	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-99	2.19	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-99	2.24	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-99	2.27	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-99	2.42	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-99	2.56	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-99	2.6	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-99	2.62	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-99	2.63	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-99	2.59	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-99	2.59	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-99	2.6	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-99	2.61	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-99	2.71	2.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-99	2.64	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-99	2.62	2.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-99	2.66	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-99	2.8	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-99	2.97	2.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-99	3.02	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-99	3.06	2.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-99	3.09	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-99	3.09	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-99	2.99	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-99	2.94	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-99	2.89	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-99	2.83	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-99	2.73	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-99	2.68	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-99	2.68	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-99	2.72	2.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-99	2.78	2.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-99	2.92	2.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-99	3.09	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-99	3.11	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-99	3.12	2.66

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-99	3.14	2.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-99	3.25	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-99	3.32	2.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-99	3.34	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-99	3.34	3.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-99	3.38	3.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-99	3.5	3.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-99	3.55	3.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-99	3.57	3.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-99	3.58	3.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-99	3.79	3.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-99	3.91	3.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-99	3.8	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-99	3.64	3.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-99	3.64	3.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-99	3.57	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-99	3.59	3.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-99	3.63	3.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-99	3.65	3.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-99	3.53	3.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-99	3.49	3.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-99	3.46	3.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-99	3.48	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-99	3.59	3.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-99	3.67	3.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-99	3.69	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-99	3.97	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-99	4.16	3.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-99	4.3	4.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-99	4.42	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-99	4.54	4.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-99	4.73	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-99	4.8	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-99	4.87	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-99	4.93	4.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-99	4.99	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-99	5.05	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-99	5.07	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-99	5.06	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-99	5.05	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-99	5.08	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-99	5.28	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-99	5.32	5.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-99	5.38	5.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-99	5.42	5.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-99	5.47	5.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-99	5.48	5.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-99	5.46	5.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-99	5.43	5.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-99	5.39	5.33

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-99	5.42	5.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-99	5.4	5.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-99	5.4	5.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-99	5.39	5.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-99	5.36	5.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-99	5.34	0.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-99	5.36	5.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-99	5.36	5.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-99	5.41	5.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-99	5.41	5.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-99	5.38	5.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-99	5.34	5.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-99	5.33	5.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-99	5.37	5.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-99	5.41	5.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-99	5.4	5.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-99	5.37	5.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-99	5.33	5.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-99	5.3	5.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-99	5.23	5.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-99	5.18	5.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-99	5.16	5.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-99	5.15	5.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-99	5.13	5.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-99	5.18	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-99	5.23	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-99	5.27	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-99	5.27	5.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-99	5.31	5.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-99	5.32	5.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-99	5.33	5.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-99	5.35	5.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-99	5.38	5.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-99	5.38	5.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-99	5.38	5.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-99	5.39	5.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-99	5.41	5.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-99	5.46	5.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-99	5.57	5.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-99	5.72	5.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-99	5.82	5.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-99	5.85	5.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-99	5.93	5.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-99	5.92	5.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-99	5.9	5.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-99	5.85	5.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-99	5.79	5.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-99	5.72	5.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-99	5.67	5.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-99	5.64	5.58

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-99	5.62	5.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-99	5.65	5.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-99	5.67	5.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-99	5.71	5.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-99	5.71	5.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-99	5.68	5.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-99	5.62	5.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-99	5.57	5.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-99	5.53	5.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-99	5.54	5.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-99	5.39	5.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-99	5.31	5.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-99	5.24	5.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-99	5.21	5.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-99	5.3	5.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-99	5.29	5.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-99	5.28	5.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-99	5.27	5.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-99	5.28	5.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-99	5.29	5.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-99	5.3	5.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-99	5.29	5.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-99	5.24	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-99	5.2	5.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-99	5.03	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-99	4.92	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-99	4.78	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-99	4.74	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-99	4.67	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-99	4.67	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-99	4.65	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-99	4.61	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-99	4.59	4.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-99	4.57	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-99	4.55	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-99	4.51	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-99	4.48	4.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-99	4.4	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-99	4.37	4.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-99	4.29	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-99	4.52	4.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-99	4.51	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-99	4.43	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-99	4.39	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-99	4.4	4.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-99	4.42	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-99	4.47	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-99	4.5	4.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-99	4.49	4.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-99	4.45	4.24



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-99	4.41	4.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-99	4.4	4.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-99	4.38	4.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-99	4.36	4.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-99	4.15	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-99	3.96	3.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-99	3.85	3.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-99	3.79	3.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-99	3.72	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-99	3.62	3.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-99	3.57	3.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-99	3.53	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-99	3.51	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-99	3.43	3.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-99	3.32	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-99	3.22	2.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-99	3.13	2.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-99	3.03	2.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-99	2.95	2.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-99	2.86	2.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-99	2.76	2.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-99	2.72	2.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-99	2.7	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-99	2.78	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-99	2.87	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-99	2.96	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-99	3.02	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-99	3.09	2.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-99	3.07	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-99	2.99	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-99	2.9	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-99	2.71	2.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-99	2.53	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-99	2.36	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-99	2.33	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-99	2.26	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-99	2.25	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-99	2.35	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-99	2.35	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-99	2.38	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-99	2.38	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-99	2.39	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-99	2.39	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-99	2.42	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-99	2.46	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-99	2.44	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-99	2.33	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-99	2.22	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-99	2.19	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-99	1.95	1.7

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-99	1.85	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-99	1.88	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-99	2.06	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-99	2.13	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-99	2.16	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-99	2.33	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-99	2.42	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-99	2.53	2.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-99	2.51	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-99	2.46	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-99	2.31	1.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-99	2.23	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-99	2.05	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-99	1.94	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-99	1.83	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-00	1.79	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-00	1.8	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-00	1.8	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-00	1.81	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-00	1.84	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-00	1.89	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-00	1.93	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-00	1.94	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-00	1.94	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-00	1.96	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-00	1.96	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-00	1.94	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-00	1.87	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-00	1.86	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-00	1.82	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-00	1.72	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-00	1.69	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-00	1.64	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-00	1.66	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-00	1.83	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-00	2.01	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-00	2.1	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-00	2.12	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-00	2.11	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-00	2.05	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-00	1.83	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-00	1.66	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-00	1.57	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-00	1.54	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-00	1.39	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-00	1.38	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-00	1.5	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-00	1.58	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-00	1.68	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-00	1.74	1.29

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-00	1.82	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-00	1.85	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-00	1.89	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-00	1.93	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-00	1.9	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-00	1.88	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-00	1.72	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-00	1.7	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-00	1.6	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-00	1.38	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-00	1.35	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-00	1.34	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-00	1.5	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-00	1.7	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-00	1.83	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-00	1.91	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-00	2.01	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-00	1.99	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-00	1.9	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-00	1.62	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-00	1.62	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-00	1.61	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-00	1.57	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-00	1.39	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Feb-00	1.34	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-00	1.42	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-00	1.58	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-00	1.75	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-00	1.78	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-00	1.84	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-00	2.03	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-00	2.1	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-00	2.13	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-00	2.18	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-00	2.18	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-00	2.15	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-00	2.12	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-00	2.11	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-00	2.02	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-00	1.94	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-00	1.97	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-00	1.99	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-00	2	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-00	2.05	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-00	2.2	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-00	2.23	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-00	2.16	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-00	2.03	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-00	1.95	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-00	1.87	1.42

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-00	1.76	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-00	1.7	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-00	1.6	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-00	1.57	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-00	1.61	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-00	1.73	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-00	1.84	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-00	2.01	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-00	2.21	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-00	2.3	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-00	2.4	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-00	2.49	1.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-00	2.54	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-00	2.5	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-00	2.47	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-00	2.32	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-00	2.16	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-00	2.07	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-00	2.07	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-00	2.18	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-00	2.24	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-00	2.3	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-00	2.36	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-00	2.46	2.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-00	2.57	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-00	2.59	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-00	2.57	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-00	2.52	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-00	2.47	2.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-00	2.42	2.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-00	2.35	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-00	2.27	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-00	2.29	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-00	2.42	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-00	2.61	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-00	2.72	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-00	2.86	2.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-00	2.96	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-00	3.03	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-00	3.07	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-00	3.16	2.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-00	3.15	2.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-00	3.11	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-00	3.06	2.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-00	3	2.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-00	2.93	2.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-00	2.84	2.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-00	2.79	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-00	2.75	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-00	2.81	2.49

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-00	2.88	2.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-00	2.91	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-00	2.98	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-00	3.08	2.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-00	3.19	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-00	3.14	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-00	3.12	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-00	3.1	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-00	3.13	2.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-00	3.17	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-00	3.13	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-00	3.16	3.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-00	3.4	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-00	3.34	3.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-00	3.33	3.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-00	3.45	3.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-00	3.57	3.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-00	3.65	3.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-00	3.72	3.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-00	3.85	3.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-00	3.93	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-00	4.07	3.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-00	4.21	4.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-00	4.24	4.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-00	4.19	3.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-00	4.03	3.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-00	4.03	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-00	4.03	3.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-00	4.05	3.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-00	4.11	3.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-00	4.19	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-00	4.28	4.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-00	4.43	4.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-00	4.58	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-00	4.7	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-00	4.79	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-00	4.78	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-00	4.75	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-00	4.69	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-00	4.68	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-00	4.73	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-00	4.83	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-00	4.89	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-00	4.98	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-00	5.09	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-00	5.22	5.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-00	5.26	5.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-00	5.26	5.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-00	5.26	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-00	5.23	5.11

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-00	5.22	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-00	5.17	5.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-00	5.13	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-00	5.12	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-00	5.14	5.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-00	5.13	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-00	5.09	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-00	5.05	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-00	5.12	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-00	5.12	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-00	5.09	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-00	5.07	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-00	5.05	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-00	5.11	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-00	5.39	5.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-00	5.33	5.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-00	5.42	5.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-00	5.39	5.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-00	5.13	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-00	5.1	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-00	5.01	4.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-00	4.97	4.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-00	4.87	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-00	4.86	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-00	4.88	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-00	4.91	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-00	4.92	4.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-00	4.98	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-00	5.04	4.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-00	5.15	5.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-00	5.26	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-00	5.27	5.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-00	5.36	5.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-00	5.43	5.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-00	5.49	5.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-00	5.55	5.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-00	5.61	5.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-00	5.66	5.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-00	5.68	5.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-00	5.68	5.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-00	5.68	5.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-00	5.65	5.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-00	5.64	5.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-00	5.62	5.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-00	5.61	5.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-00	5.65	5.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-00	5.67	5.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-00	5.65	5.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-00	5.59	5.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-00	5.56	5.47

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-00	5.51	5.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-00	5.5	5.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-00	5.46	5.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-00	5.48	5.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-00	5.47	5.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-00	5.46	5.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-00	5.47	5.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-00	5.5	5.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-00	5.54	5.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-00	5.38	5.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-00	5.29	5.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-00	5.23	5.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-00	5.06	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-00	4.89	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-00	4.76	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-00	4.63	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-00	4.55	4.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-00	4.47	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-00	4.43	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-00	4.37	4.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-00	4.34	4.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-00	4.28	4.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-00	4.22	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-00	4.18	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-00	4.16	3.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-00	4.14	3.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-00	4.05	3.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-00	3.93	3.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-00	3.76	3.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-00	3.63	3.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-00	3.52	3.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-00	3.45	3.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-00	3.4	3.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-00	3.37	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-00	3.36	3.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-00	3.54	3.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-00	4.01	3.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-00	3.9	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-00	3.69	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-00	3.52	3.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-00	3.37	3.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-00	3.22	3.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-00	3.1	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-00	3	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-00	2.81	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-00	2.74	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-00	2.71	2.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-00	2.72	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-00	2.75	2.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-00	2.81	2.49

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-00	2.91	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-00	3.01	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-00	3.13	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-00	3.17	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-00	3.01	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-00	2.75	2.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-00	2.73	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-00	2.58	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-00	2.53	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-00	2.45	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-00	2.42	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-00	2.46	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-00	2.48	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-00	2.55	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-00	2.53	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-00	2.49	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-00	2.52	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-00	2.44	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-00	2.35	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-00	2.31	1.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-00	2.17	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-00	2.15	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-00	1.97	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-00	1.92	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-00	1.97	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-00	1.99	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-00	2.03	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-00	2.12	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-00	2.18	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-00	2.26	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-00	2.33	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-00	2.44	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-00	2.46	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-00	2.4	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-00	2.34	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-00	2.3	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-00	2.15	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-00	2.05	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-00	1.91	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-00	1.88	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-00	1.93	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-00	1.9	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-00	1.91	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-00	1.94	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-00	2.02	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-00	2.11	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-00	2.12	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-00	2.06	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-00	1.99	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-00	1.93	1.46



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-00	1.89	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-01	1.89	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-01	1.75	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-01	1.66	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-01	1.6	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-01	1.56	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-01	1.55	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-01	1.62	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-01	1.79	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-01	1.87	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-01	2.01	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-01	2.05	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-01	2	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-01	1.95	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-01	1.93	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-01	1.85	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-01	1.72	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-01	1.6	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-01	1.47	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-01	1.52	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-01	1.54	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-01	1.54	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-01	1.6	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-01	1.7	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-01	1.82	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-01	1.85	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-01	1.85	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-01	1.8	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-01	1.76	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-01	1.73	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-01	1.73	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-01	1.71	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-01	1.67	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-01	1.59	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-01	1.45	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-01	1.44	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-01	1.51	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-01	1.62	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-01	1.75	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-01	1.84	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-01	1.97	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-01	2.02	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-01	1.99	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-01	1.91	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-01	1.81	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-01	1.6	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-01	1.52	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-01	1.42	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-01	1.38	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-01	1.44	0.98

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-01	1.5	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-01	1.55	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-01	1.65	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-01	1.73	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-01	1.75	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-01	1.85	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-01	1.93	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-01	1.97	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-01	2.01	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-01	1.91	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-01	1.79	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-01	1.71	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-01	1.5	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-01	1.34	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-01	1.36	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-01	1.38	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-01	1.54	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-01	1.68	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-01	1.8	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-01	1.94	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-01	2	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-01	1.99	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-01	1.97	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-01	1.89	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-01	1.82	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-01	1.75	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-01	1.62	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-01	1.47	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-01	1.5	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-01	1.51	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-01	1.49	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-01	1.62	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-01	1.67	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-01	1.79	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-01	1.9	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-01	1.98	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-01	2	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-01	1.97	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-01	1.94	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-01	1.92	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-01	1.8	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-01	1.66	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-01	1.51	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-01	1.48	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-01	1.61	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-01	1.65	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-01	1.76	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-01	1.84	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-01	2.04	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-01	2.23	1.6

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-01	2.28	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-01	2.22	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-01	2.14	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-01	2.02	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-01	1.77	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-01	1.6	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-01	1.46	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-01	1.49	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-01	1.53	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-01	1.64	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-01	1.71	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-01	1.89	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-01	1.86	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-01	2.02	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-01	2.08	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-01	2.12	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-01	2.25	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-01	2.3	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-01	2.33	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-01	2.44	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-01	2.28	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-01	2.05	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-01	2.04	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-01	2.2	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-01	2.22	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-01	2.45	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-01	2.5	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-01	2.52	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-01	2.75	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-01	2.92	2.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-01	2.91	2.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-01	2.88	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-01	2.82	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-01	2.65	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-01	2.56	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-01	2.42	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-01	2.35	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-01	2.33	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-01	2.44	2.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-01	2.57	2.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-01	2.64	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-01	2.72	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-01	2.81	2.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-01	2.85	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-01	2.96	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-01	2.98	2.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-01	3	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-01	2.94	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-01	2.82	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-01	2.81	2.5

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-01	2.8	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-01	2.96	2.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-01	3	2.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-01	3.14	2.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-01	3.27	2.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-01	3.32	2.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-01	3.47	3.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-01	3.41	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-01	3.42	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-01	3.52	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-01	3.55	3.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-01	3.58	3.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-01	3.62	3.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-01	3.71	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-01	3.85	3.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-01	3.95	3.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-01	3.96	3.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-01	3.93	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-01	3.92	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-01	3.91	3.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-01	4.01	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-01	4	3.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-01	4.02	3.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-01	4.05	3.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-01	4.11	3.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-01	4.17	3.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-01	4.19	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-01	4.19	4.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-01	4.26	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-01	4.27	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-01	4.27	4.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-01	4.28	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-01	4.24	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-01	4.22	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-01	4.22	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-01	4.26	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-01	4.26	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-01	4.27	4.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-01	4.32	4.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-01	4.33	4.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-01	4.38	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-01	4.33	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-01	4.33	4.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-01	4.31	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-01	4.26	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-01	4.18	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-01	4.13	4.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-01	4.18	4.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-01	4.21	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-01	4.27	4.07

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-01	4.38	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-01	4.42	4.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-01	4.51	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-01	4.58	4.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-01	4.65	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-01	4.7	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-01	4.69	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-01	4.67	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-01	4.61	4.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-01	4.6	4.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-01	4.63	4.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-01	4.66	4.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-01	4.81	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-01	4.88	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-01	5.02	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-01	5.11	5.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-01	5.23	5.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-01	5.32	5.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-01	5.33	5.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-01	5.33	5.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-01	5.33	5.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-01	5.27	5.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-01	5.19	5.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-01	5.08	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-01	4.95	4.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-01	4.87	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-01	4.81	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-01	4.74	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-01	4.7	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-01	4.69	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-01	4.74	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-01	4.79	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-01	4.82	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-01	4.82	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-01	4.79	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-01	4.81	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-01	4.79	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-01	4.79	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-01	4.81	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-01	4.82	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-01	4.85	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-01	4.98	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-01	5.08	5.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-01	5.11	5.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-01	5.12	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-01	5.11	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-01	5.09	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-01	5.09	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-01	5.14	5.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-01	5.1	4.9

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-01	5.05	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-01	5.05	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-01	5.03	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-01	5.01	4.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-01	4.98	4.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-01	4.95	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-01	4.93	4.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-01	4.93	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-01	4.98	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-01	5.1	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-01	5.17	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-01	5.11	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-01	5.04	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-01	4.95	4.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-01	4.87	4.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-01	4.77	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-01	4.66	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-01	4.56	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-01	4.51	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-01	4.41	4.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-01	4.36	4.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-01	4.43	4.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-01	4.4	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-01	4.39	4.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-01	4.39	4.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-01	4.37	4.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-01	4.36	4.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-01	4.3	4.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-01	4.34	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-01	4.37	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-01	4.41	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-01	4.42	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-01	4.4	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-01	4.39	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-01	4.44	4.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-01	4.47	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-01	4.54	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-01	4.57	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-01	4.56	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-01	4.52	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-01	4.49	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-01	4.42	4.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-01	4.29	4.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-01	4.16	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-01	4.01	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-01	3.86	3.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-01	3.78	3.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-01	3.67	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-01	3.65	3.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-01	3.66	3.51

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-01	3.67	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-01	3.67	3.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-01	3.79	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-01	3.73	3.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-01	3.64	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-01	3.56	3.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-01	3.45	3.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-01	3.33	2.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-01	3.14	2.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-01	3.04	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-01	2.95	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-01	2.9	2.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-01	2.87	2.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-01	3.07	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-01	3.16	2.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-01	3.15	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-01	3.11	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-01	3.13	2.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-01	3.13	2.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-01	3.06	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-01	2.94	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-01	2.81	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-01	2.72	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-01	2.59	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-01	2.44	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-01	2.37	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-01	2.3	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-01	2.38	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-01	2.48	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-01	2.5	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-01	2.51	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-01	2.56	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-01	2.61	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-01	2.67	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-01	2.66	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-01	2.62	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-01	2.58	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-01	2.55	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-01	2.45	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-01	2.41	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-01	2.33	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-01	2.25	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-01	2.32	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-01	2.33	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-01	2.23	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-01	2.25	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-01	2.31	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-01	2.33	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-01	2.22	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-01	2.08	1.69

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-01	2.05	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-01	2.01	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-01	1.88	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-01	1.76	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-01	1.6	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-01	1.73	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-01	1.66	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-01	1.83	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-01	1.9	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-01	1.9	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-01	1.98	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-01	1.93	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-01	1.92	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-02	1.86	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-02	2.06	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-02	1.81	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-02	2.04	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-02	1.94	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-02	1.83	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-02	1.8	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-02	1.66	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-02	1.68	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-02	1.72	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-02	1.62	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-02	1.6	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-02	1.78	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-02	1.82	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-02	1.84	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-02	1.77	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-02	1.74	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-02	1.82	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-02	1.78	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-02	1.69	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-02	1.56	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-02	1.44	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-02	1.42	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-02	1.34	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-02	1.54	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-02	1.52	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-02	1.56	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-02	1.58	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-02	1.74	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-02	1.76	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-02	1.78	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-02	1.8	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-02	1.77	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-02	1.7	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-02	1.62	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-02	1.46	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-02	1.32	1.15



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-02	1.36	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-02	1.49	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-02	1.51	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-02	1.55	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-02	1.6	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-02	1.69	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-02	1.71	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-02	1.69	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-02	1.59	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-02	1.59	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-02	1.57	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-02	1.57	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-02	1.58	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-02	1.5	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-02	1.35	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-02	1.26	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-02	1.35	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-02	1.42	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-02	1.48	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-02	1.63	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-02	1.86	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-02	1.98	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-02	2.11	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-02	2.08	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-02	2	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-02	1.72	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-02	1.7	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-02	1.53	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-02	1.36	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-02	1.36	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-02	1.45	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-02	1.47	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-02	1.51	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-02	1.57	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-02	1.6	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-02	1.66	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-02	1.79	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-02	1.76	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-02	1.72	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-02	1.67	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-02	1.67	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-02	1.62	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-02	1.5	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-02	1.41	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-02	1.42	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-02	1.5	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-02	1.69	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-02	1.93	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-02	2.02	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-02	2.13	1.61

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-02	2.26	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-02	2.25	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-02	2.16	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-02	2.12	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-02	2.07	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-02	1.98	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-02	1.76	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-02	1.57	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-02	1.5	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-02	1.62	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-02	1.68	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-02	1.76	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-02	1.87	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-02	1.98	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-02	2.04	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-02	2.02	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-02	2.08	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-02	2.16	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-02	2.25	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-02	2.29	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-02	2.35	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-02	2.4	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-02	2.31	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-02	2.06	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-02	2.05	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-02	2.18	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-02	2.26	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-02	2.41	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-02	2.58	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-02	2.73	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-02	2.84	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-02	2.86	2.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-02	2.94	2.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-02	2.79	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-02	2.66	2.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-02	2.45	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-02	2.35	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-02	2.32	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-02	2.28	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-02	2.43	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-02	2.63	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-02	2.72	2.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-02	2.77	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-02	2.85	2.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-02	2.86	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-02	2.88	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-02	2.93	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-02	2.96	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-02	2.89	2.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-02	2.84	2.49

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-02	2.81	2.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-02	2.88	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-02	3.09	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-02	3.14	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-02	3.25	2.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-02	3.34	2.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-02	3.33	2.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-02	3.36	2.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-02	3.38	2.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-02	3.39	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-02	3.51	3.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-02	3.5	3.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-02	3.49	3.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-02	3.41	3.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-02	3.38	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-02	3.32	3.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-02	3.21	3.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-02	3.17	2.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-02	3.13	2.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-02	3.11	2.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-02	3.22	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-02	3.36	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-02	3.39	3.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-02	3.43	3.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-02	3.49	3.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-02	3.54	3.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-02	3.72	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-02	3.76	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-02	3.79	3.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-02	3.89	3.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-02	3.89	3.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-02	4.03	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-02	4.12	3.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-02	4.32	4.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-02	4.48	4.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-02	4.71	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-02	4.71	4.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-02	4.65	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-02	4.67	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-02	4.68	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-02	4.65	4.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-02	4.61	4.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-02	4.54	4.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-02	4.53	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-02	4.51	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-02	4.47	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-02	4.49	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-02	4.55	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-02	4.56	4.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-02	4.58	4.45

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-02	4.65	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-02	4.73	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-02	4.8	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-02	4.86	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-02	4.97	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-02	5.04	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-02	5.06	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-02	5.12	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-02	5.15	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-02	5.14	5.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-02	5.9	5.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-02	5.17	5.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-02	5.14	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-02	5.06	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-02	5.03	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-02	5.07	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-02	5.07	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-02	5.1	5.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-02	5.21	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-02	5.34	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-02	5.48	5.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-02	5.54	5.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-02	5.62	5.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-02	5.7	5.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-02	5.74	5.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-02	5.74	5.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-02	5.74	5.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-02	5.74	5.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-02	5.7	5.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-02	5.67	5.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-02	5.63	5.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-02	5.6	5.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-02	5.55	5.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-02	5.56	5.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-02	5.56	5.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-02	5.55	5.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-02	5.54	5.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-02	5.45	5.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-02	5.46	5.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-02	5.4	5.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-02	5.36	5.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-02	5.32	5.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-02	5.27	5.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-02	5.24	5.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-02	5.23	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-02	5.23	5.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-02	5.25	5.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-02	5.33	5.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-02	5.33	5.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-02	5.31	5.2

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-02	5.28	5.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-02	5.24	5.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-02	5.24	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-02	5.23	5.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-02	5.21	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-02	5.1	5.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-02	4.99	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-02	4.88	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-02	4.77	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-02	4.69	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-02	4.61	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-02	4.6	4.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-02	4.59	4.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-02	4.58	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-02	4.6	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-02	4.63	4.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-02	4.66	4.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-02	4.51	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-02	4.33	4.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-02	4.2	4.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-02	4.1	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-02	4.06	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-02	4.1	3.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-02	4.02	3.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-02	4.04	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-02	4.1	3.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-02	4.12	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-02	4.18	4.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-02	4.25	4.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-02	4.33	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-02	4.33	4.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-02	4.26	4.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-02	4.21	3.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-02	4.18	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-02	4.13	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-02	4.07	3.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-02	4.15	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-02	4.18	3.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-02	4.2	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-02	4.22	3.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-02	4.28	3.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-02	4.35	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-02	4.42	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-02	4.44	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-02	4.41	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-02	4.29	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-02	4.24	3.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-02	4.22	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-02	4.2	3.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-02	4.18	3.66

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-02	4.15	3.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-02	4.1	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-02	4.08	3.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-02	4	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-02	3.44	3.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-02	3.42	3.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-02	3.4	3.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-02	3.38	3.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-02	3.36	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-02	3.33	2.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-02	3.27	2.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-02	3.18	2.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-02	3.07	2.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-02	2.92	2.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-02	2.85	2.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-02	2.71	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-02	2.68	2.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-02	2.68	2.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-02	2.7	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-02	2.81	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-02	2.93	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-02	3.1	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-02	3.05	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-02	3.03	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-02	2.79	2.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-02	2.73	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-02	2.48	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-02	2.47	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-02	2.74	2.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-02	2.74	2.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-02	2.55	2.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-02	2.42	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-02	2.36	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-02	2.41	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-02	2.46	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-02	2.51	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-02	2.62	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-02	2.61	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-02	2.58	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-02	2.52	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-02	2.42	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-02	2.42	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-02	2.3	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-02	2.27	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-02	2.26	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-02	2.19	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-02	2.26	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-02	2.3	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-02	2.28	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-02	2.37	1.99

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-02	2.51	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-02	2.51	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-02	2.44	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-02	2.33	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-02	2.21	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-02	2.2	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-02	2.2	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-02	1.97	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-02	1.99	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-02	1.93	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-02	1.9	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-02	1.97	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-02	2.04	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-02	2.06	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-02	2.07	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-02	2.11	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-02	2.16	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-02	2.2	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-02	2.18	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-02	2.03	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-02	2.04	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-02	2.03	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-02	1.98	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-02	1.81	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-02	1.8	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-02	1.66	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-02	1.63	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-02	1.61	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-03	1.8	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-03	1.78	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-03	1.81	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-03	1.89	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-03	1.8	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-03	1.78	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-03	1.73	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-03	1.77	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-03	1.67	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-03	1.53	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-03	1.51	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-03	1.44	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-03	1.34	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-03	1.46	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-03	1.47	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-03	1.55	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-03	1.6	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-03	1.62	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-03	1.86	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-03	1.93	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-03	1.85	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-03	1.87	1.35

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-03	1.87	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-03	1.81	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-03	1.71	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-03	1.58	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-03	1.43	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-03	1.49	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-03	1.54	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-03	1.54	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-03	1.64	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-03	1.68	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-03	1.74	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-03	1.61	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-03	1.59	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-03	1.59	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-03	1.59	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-03	1.56	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-03	1.3	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-03	1.17	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-03	1.15	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-03	1.17	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-03	1.15	0.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-03	1.26	0.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-03	1.31	0.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-03	1.35	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-03	1.47	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-03	1.57	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-03	1.65	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-03	1.62	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-03	1.6	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-03	1.64	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-03	1.53	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-03	1.17	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-03	1.14	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-03	1.05	0.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-03	1.2	0.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-03	1.25	0.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-03	1.25	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-03	1.37	0.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-03	1.47	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-03	1.56	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-03	1.66	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-03	1.62	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-03	1.43	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-03	1.38	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-03	1.2	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-03	1.32	0.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-03	1.25	0.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-03	1.07	0.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-03	0.93	0.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-03	0.96	0.68



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-03	1.17	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-03	1.29	0.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-03	1.42	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-03	1.61	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-03	1.7	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-03	1.88	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-03	1.9	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-03	1.84	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-03	1.8	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-03	1.71	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-03	1.54	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-03	1.3	1.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-03	1.26	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-03	1.3	0.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-03	1.36	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-03	1.38	0.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-03	1.52	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-03	1.67	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-03	1.91	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-03	2.02	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-03	2.05	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-03	1.98	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-03	1.91	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-03	1.77	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-03	1.7	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-03	1.64	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-03	1.52	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-03	1.5	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-03	1.3	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-03	1.51	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-03	1.74	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-03	1.87	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-03	1.91	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-03	2.03	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-03	2.21	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-03	2.4	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-03	2.42	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-03	2.29	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-03	2.15	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-03	2.13	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-03	1.83	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-03	1.77	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-03	1.77	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-03	1.9	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-03	1.93	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-03	1.99	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-03	2.02	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-03	2.04	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-03	2.13	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-03	2.2	1.8

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-03	2.49	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-03	2.54	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-03	2.49	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-03	2.34	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-03	2.25	2.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-03	2.21	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-03	2.02	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-03	1.96	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-03	1.99	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-03	2.14	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-03	2.43	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-03	2.78	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-03	2.97	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-03	3.11	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-03	3.17	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-03	3.21	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-03	3.09	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-03	2.9	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-03	2.93	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-03	2.9	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-03	2.72	2.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-03	2.57	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-03	2.69	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-03	2.78	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-03	2.85	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-03	2.9	2.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-03	2.93	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-03	2.86	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-03	2.81	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-03	2.83	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-03	2.83	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-03	2.75	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-03	2.85	2.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-03	2.87	2.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-03	3	2.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-03	3.04	2.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-03	3.08	2.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-03	3.03	2.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-03	3.17	2.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-03	3.28	3.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-03	3.53	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-03	3.6	3.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-03	3.49	3.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-03	3.52	3.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-03	3.54	3.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-03	3.57	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-03	3.68	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-03	3.73	3.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-03	3.84	3.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-03	3.98	3.89

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-03	4.05	3.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-03	4.06	3.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-03	4.02	3.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-03	4.01	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-03	4.05	3.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-03	4.09	3.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-03	4.17	4.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-03	4.29	4.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-03	4.38	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-03	4.56	4.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-03	4.72	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-03	4.86	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-03	4.98	4.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-03	5.09	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-03	5.16	5.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-03	5.19	5.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-03	5.22	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-03	5.24	5.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-03	5.3	5.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-03	5.36	5.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-03	5.42	5.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-03	5.49	5.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-03	5.56	5.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-03	5.66	5.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-03	5.72	5.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-03	5.73	5.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-03	5.74	5.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-03	5.71	5.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-03	5.67	5.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-03	5.6	5.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-03	5.54	5.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-03	5.48	5.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-03	5.46	5.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-03	5.46	5.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-03	5.43	5.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-03	5.45	5.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-03	5.4	5.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-03	5.3	5.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-03	5.26	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-03	5.23	5.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-03	5.2	5.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-03	5.2	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-03	5.18	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-03	5.16	5.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-03	5.12	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-03	5.1	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-03	5.1	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-03	5.06	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-03	5.04	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-03	5.02	4.95

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-03	5	4.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-03	4.99	4.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-03	4.99	4.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-03	4.97	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-03	4.96	4.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-03	4.92	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-03	4.85	4.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-03	4.79	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-03	4.77	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-03	4.74	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-03	4.74	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-03	4.83	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-03	4.91	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-03	4.91	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-03	4.92	4.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-03	4.95	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-03	5.06	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-03	5.19	5.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-03	5.22	5.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-03	5.23	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-03	5.19	5.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-03	5.18	5.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-03	5.15	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-03	5.05	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-03	4.97	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-03	4.91	4.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-03	4.94	4.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-03	4.94	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-03	4.92	4.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-03	4.95	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-03	4.96	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-03	5	4.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-03	5.03	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-03	5.09	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-03	5.1	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-03	5.09	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-03	5.05	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-03	5.05	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-03	5.02	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-03	5.02	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-03	5.02	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-03	5.02	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-03	4.99	4.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-03	4.99	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-03	5.01	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-03	5.06	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-03	5.12	5.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-03	5.16	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-03	5.17	5.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-03	5.12	5.01

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-03	5.06	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-03	5.02	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-03	4.87	4.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-03	4.8	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-03	4.75	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-03	4.69	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-03	4.67	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-03	4.72	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-03	4.76	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-03	4.82	4.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-03	4.84	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-03	4.76	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-03	4.73	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-03	4.7	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-03	4.64	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-03	4.56	4.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-03	4.47	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-03	4.39	4.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-03	4.3	4.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-03	4.2	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-03	4.1	4.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-03	4.03	3.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-03	3.99	3.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-03	3.97	3.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-03	3.97	3.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-03	4	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-03	4.03	3.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-03	4.03	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-03	3.99	3.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-03	3.89	3.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-03	3.74	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-03	3.59	3.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-03	3.46	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-03	3.3	3.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-03	3.22	3.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-03	3.16	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-03	3.12	2.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-03	3.14	2.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-03	3.16	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-03	3.15	2.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-03	3.14	2.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-03	3.09	2.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-03	3.05	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-03	3	2.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-03	2.92	2.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-03	2.8	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-03	2.69	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-03	2.57	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-03	2.47	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-03	2.36	2.21

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-03	2.34	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-03	2.4	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-03	2.51	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-03	2.58	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-03	2.7	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-03	2.86	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-03	2.91	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-03	2.88	2.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-03	2.7	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-03	2.66	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-03	2.47	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-03	2.32	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-03	2.14	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-03	2.09	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-03	2.09	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-03	2.18	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-03	2.21	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-03	2.23	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-03	2.23	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-03	2.27	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-03	2.37	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-03	2.37	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-03	2.39	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-03	2.22	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-03	2.19	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-03	2.05	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-03	2.13	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-03	2.08	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-03	1.97	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-03	1.98	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-03	2.03	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-03	2.17	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-03	2.24	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-03	2.28	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-03	2.31	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-03	2.33	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-03	2.29	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-03	2.12	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-03	2.07	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-03	2.07	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-03	1.8	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-03	1.68	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-03	1.67	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-04	1.55	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-04	1.48	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-04	1.48	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-04	1.53	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-04	1.53	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-04	1.5	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-04	1.54	1.3

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-04	1.58	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-04	1.65	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-04	1.72	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-04	1.82	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-04	1.83	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-04	1.82	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-04	1.74	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-04	1.68	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-04	1.59	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-04	1.54	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-04	1.6	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-04	1.7	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-04	1.7	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-04	1.8	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-04	1.83	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-04	1.9	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-04	1.83	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-04	1.8	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-04	1.82	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-04	1.62	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-04	1.43	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-04	1.24	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-04	1.24	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-04	1.23	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-04	1.31	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-04	1.31	0.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-04	1.22	0.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-04	1.34	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-04	1.43	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-04	1.5	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-04	1.55	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-04	1.54	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-04	1.54	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-04	1.66	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-04	1.7	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-04	1.62	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-04	1.5	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-04	1.43	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-04	1.36	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-04	1.45	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-04	1.48	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-04	1.55	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-04	1.66	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-04	1.77	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-04	1.87	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-04	1.81	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-04	1.78	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-04	1.73	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-04	1.67	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-04	1.61	1.09

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-04	1.48	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-04	1.39	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Feb-04	1.34	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-04	1.26	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-04	1.44	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-04	1.44	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-04	1.48	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-04	1.54	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-04	1.65	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-04	1.72	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-04	1.69	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-04	1.66	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-04	1.64	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-04	1.67	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-04	1.66	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-04	1.52	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-04	1.41	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-04	1.3	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-04	1.46	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-04	1.49	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-04	1.64	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-04	1.89	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-04	1.92	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-04	2.19	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-04	2.24	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-04	2.27	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-04	2.28	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-04	2.26	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-04	2.15	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-04	2	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-04	1.84	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-04	1.67	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-04	1.53	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-04	1.56	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-04	1.65	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-04	1.77	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-04	2	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-04	2.17	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-04	2.44	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-04	2.42	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-04	2.64	2.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-04	2.65	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-04	2.61	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-04	2.57	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-04	2.53	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-04	2.33	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-04	2.31	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-04	2.38	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-04	2.57	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-04	2.71	1.81



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-04	2.92	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-04	3	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-04	3.03	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-04	3.05	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-04	3.03	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-04	3	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-04	2.95	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-04	2.92	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-04	2.86	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-04	2.79	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-04	2.66	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-04	2.4	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-04	2.22	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-04	2.04	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-04	2.06	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-04	2.12	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-04	2.21	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-04	2.27	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-04	2.31	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-04	2.31	1.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-04	2.42	2.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-04	2.54	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-04	2.65	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-04	2.76	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-04	2.77	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-04	2.79	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-04	2.82	2.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-04	2.88	2.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-04	2.93	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-04	2.93	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-04	3.05	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-04	3.28	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-04	3.44	3.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-04	3.57	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-04	3.71	3.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-04	3.75	3.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-04	3.73	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-04	3.65	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-04	3.58	3.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-04	3.54	3.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-04	3.46	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-04	3.43	3.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-04	3.46	3.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-04	3.46	3.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-04	3.62	3.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-04	3.69	3.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-04	3.72	3.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-04	3.79	3.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-04	3.77	3.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-04	3.75	3.48

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-04	3.63	3.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-04	3.56	3.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-04	3.52	3.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-04	3.48	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-04	3.44	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-04	3.4	3.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-04	3.47	3.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-04	3.76	3.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-04	3.81	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-04	3.69	3.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-04	3.56	3.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-04	3.52	3.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-04	3.52	3.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-04	3.51	3.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-04	3.6	3.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-04	3.71	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-04	3.78	3.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-04	3.87	3.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-04	4.06	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-04	4.26	4.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-04	4.43	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-04	4.56	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-04	4.69	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-04	4.77	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-04	4.83	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-04	4.83	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-04	4.84	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-04	4.83	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-04	4.91	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-04	4.85	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-04	4.78	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-04	4.75	4.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-04	4.79	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-04	4.82	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-04	4.93	4.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-04	5.08	4.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-04	5.22	5.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-04	5.36	5.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-04	5.48	5.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-04	5.68	5.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-04	5.81	5.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-04	5.92	5.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-04	5.99	5.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-04	6.06	5.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-04	6.19	6.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-04	6.29	6.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-04	6.39	6.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-04	6.46	6.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-04	6.55	6.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-04	6.6	6.54

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-04	6.58	6.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-04	6.56	6.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-04	6.53	6.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-04	6.47	6.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-04	6.42	6.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-04	6.34	6.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-04	6.25	6.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-04	6.16	6.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-04	6.12	6.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-04	6.1	6.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-04	6.02	5.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-04	5.96	5.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-04	5.85	5.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-04	5.73	5.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-04	5.64	5.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-04	5.53	5.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-04	5.46	5.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-04	5.39	5.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-04	5.38	5.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-04	5.33	5.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-04	5.26	5.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-04	5.24	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-04	5.21	5.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-04	5.19	5.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-04	5.17	5.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-04	5.17	5.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-04	5.17	5.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-04	5.11	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-04	5.06	4.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-04	4.95	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-04	4.91	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-04	4.87	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-04	4.87	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-04	4.88	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-04	4.9	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-04	4.99	4.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-04	5.06	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-04	5.08	4.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-04	5.09	4.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-04	5.09	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-04	5.07	4.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-04	5.05	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-04	5.01	4.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-04	4.97	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-04	4.91	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-04	4.87	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-04	4.84	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-04	4.96	4.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-04	5.12	5.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-04	5.41	5.32

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-04	5.54	5.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-04	5.5	5.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-04	5.5	5.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-04	5.46	5.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-04	5.28	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-04	5.13	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-04	5	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-04	4.83	4.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-04	4.73	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-04	4.61	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-04	4.48	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-04	4.44	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-04	4.43	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-04	4.44	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-04	4.47	4.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-04	4.49	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-04	4.46	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-04	4.42	4.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-04	4.38	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-04	4.37	4.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-04	4.4	4.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-04	4.45	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-04	4.54	4.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-04	4.64	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-04	4.46	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-04	4.51	4.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-04	4.62	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-04	4.73	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-04	4.82	4.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-04	4.88	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-04	4.91	4.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-04	4.96	4.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-04	4.96	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-04	4.88	4.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-04	4.76	4.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-04	4.65	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-04	4.5	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-04	4.38	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-04	4.22	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-04	4.22	4.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-04	4.08	3.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-04	4	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-04	3.96	3.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-04	3.91	3.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-04	3.85	3.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-04	3.77	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-04	3.69	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-04	3.51	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-04	3.34	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-04	3.22	2.98

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-04	3.08	2.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-04	2.85	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-04	2.69	2.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-04	2.62	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-04	2.57	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-04	2.57	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-04	2.59	2.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-04	2.64	2.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-04	2.71	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-04	2.71	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-04	2.77	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-04	2.83	2.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-04	2.79	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-04	2.66	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-04	2.61	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-04	2.53	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-04	2.48	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-04	2.46	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-04	2.46	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-04	2.37	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-04	2.38	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-04	2.4	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-04	2.38	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-04	2.32	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-04	2.47	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-04	2.27	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-04	2.42	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-04	2.36	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-04	2.26	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-04	2.26	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-04	2.15	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-04	2.02	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-04	1.96	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-04	1.92	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-04	1.96	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-04	1.96	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-04	1.99	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-04	2.05	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-04	2.28	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-04	2.37	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-04	2.24	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-04	2.46	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-04	2.37	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-04	2.29	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-04	2.16	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-04	2.17	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-04	1.96	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-04	1.84	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-04	1.89	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-04	1.96	1.64

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-04	1.97	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-04	1.91	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-04	1.84	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-04	1.77	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-04	1.79	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-04	1.84	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-04	1.63	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-04	1.64	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-04	1.64	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-05	1.76	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-05	1.76	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-05	1.72	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-05	1.67	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-05	1.61	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-05	1.57	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-05	1.53	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-05	1.48	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-05	1.47	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-05	1.5	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-05	1.61	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-05	1.77	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-05	1.96	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-05	1.93	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-05	1.85	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-05	1.7	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-05	1.58	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-05	1.58	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-05	1.6	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-05	1.62	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-05	1.62	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-05	1.63	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-05	1.64	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-05	1.6	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-05	1.7	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-05	1.68	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-05	1.72	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-05	1.66	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-05	1.58	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-05	1.58	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-05	1.57	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-05	1.53	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-05	1.35	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-05	1.22	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-05	1.2	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-05	1.16	0.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-05	1.37	0.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-05	1.5	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-05	1.65	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-05	1.77	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-05	1.85	1.18

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-05	1.88	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-05	1.87	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-05	1.84	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-05	1.84	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-05	1.7	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-05	1.51	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-05	1.48	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-05	1.38	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-05	1.47	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-05	1.47	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-05	1.49	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-05	1.57	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-05	1.63	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-05	1.71	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-05	1.77	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-05	1.82	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-05	1.83	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-05	1.78	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-05	1.79	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-05	1.75	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-05	1.68	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-05	1.63	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-05	1.53	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-05	1.58	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-05	1.71	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-05	1.76	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-05	1.9	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-05	2.01	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-05	2.12	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-05	2.08	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-05	2.02	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-05	1.91	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-05	1.87	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-05	1.86	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-05	1.64	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-05	1.43	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-05	1.32	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-05	1.47	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-05	1.67	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-05	1.8	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-05	2.11	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-05	2.12	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-05	2.23	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-05	2.26	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-05	2.4	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-05	2.35	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-05	2.32	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-05	2.3	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-05	2.24	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-05	2.17	1.83

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-05	1.95	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-05	1.93	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-05	1.93	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-05	2.12	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-05	2.2	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-05	2.31	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-05	2.37	1.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-05	2.48	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-05	2.54	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-05	2.55	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-05	2.48	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-05	2.39	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-05	2.29	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-05	2.21	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-05	2.02	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-05	1.94	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-05	2	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-05	2.11	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-05	2.17	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-05	2.19	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-05	2.34	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-05	2.37	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-05	2.51	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-05	2.59	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-05	2.66	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-05	2.68	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-05	2.73	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-05	2.64	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-05	2.41	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-05	2.22	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-05	2.14	1.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-05	2.19	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-05	2.2	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-05	2.44	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-05	2.46	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-05	2.53	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-05	2.62	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-05	2.69	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-05	2.7	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-05	2.68	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-05	2.67	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-05	2.55	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-05	2.5	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-05	2.37	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-05	2.32	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-05	2.3	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-05	2.45	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-05	2.56	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-05	2.78	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-05	2.91	2.39



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-05	3.07	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-05	3.1	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-05	3.08	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-05	3.16	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-05	3.18	2.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-05	3.11	2.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-05	2.96	2.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-05	3	2.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-05	2.91	2.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-05	2.89	2.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-05	2.95	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-05	3.04	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-05	3.12	2.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-05	3.16	2.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-05	3.13	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-05	3.07	2.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-05	3.11	2.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-05	3.19	2.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-05	3.22	2.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-05	3.19	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-05	3.18	3.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-05	3.17	3.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-05	3.1	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-05	3.08	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-05	3.06	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-05	3.03	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-05	3.12	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-05	3.2	2.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-05	3.39	2.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-05	3.42	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-05	3.43	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-05	3.46	3.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-05	3.56	3.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-05	3.67	3.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-05	3.84	3.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-05	3.94	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-05	4.07	3.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-05	4.2	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-05	4.12	3.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-05	4.07	3.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-05	4.03	3.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-05	4.02	3.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-05	4.07	3.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-05	4.09	3.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-05	4.07	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-05	4.03	3.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-05	4.04	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-05	4.08	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-05	4.13	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-05	4.22	4.07

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-05	4.3	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-05	4.37	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-05	4.45	4.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-05	4.62	4.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-05	4.71	4.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-05	4.78	4.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-05	4.86	4.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-05	4.93	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-05	4.97	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-05	5.02	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-05	5.08	5.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-05	5.18	5.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-05	5.26	5.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-05	5.33	5.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-05	5.41	5.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-05	5.48	5.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-05	5.44	5.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-05	5.35	5.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-05	5.28	5.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-05	5.22	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-05	5.11	5.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-05	5	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-05	4.9	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-05	4.9	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-05	4.88	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-05	4.84	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-05	4.82	4.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-05	4.77	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-05	4.73	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-05	4.76	4.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-05	4.79	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-05	4.84	4.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-05	4.85	4.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-05	4.88	4.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-05	4.9	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-05	4.95	4.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-05	4.98	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-05	4.98	4.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-05	4.98	4.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-05	4.99	4.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-05	5.06	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-05	5.11	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-05	5.14	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-05	5.12	4.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-05	5.08	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-05	5.05	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-05	5.01	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-05	4.99	4.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-05	4.99	4.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-05	5.03	4.97

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-05	5.08	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-05	5.13	5.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-05	5.18	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-05	5.21	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-05	5.23	5.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-05	5.23	5.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-05	5.19	5.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-05	5.14	5.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-05	5.1	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-05	5.05	4.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-05	4.99	4.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-05	4.92	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-05	4.86	4.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-05	4.8	4.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-05	4.73	4.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-05	4.67	4.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-05	4.55	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-05	4.45	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-05	4.46	4.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-05	4.51	4.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-05	4.5	4.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-05	4.46	4.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-05	4.41	4.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-05	4.26	4.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-05	4.11	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-05	3.99	3.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-05	3.82	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-05	3.74	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-05	3.69	3.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-05	3.69	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-05	3.76	3.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-05	3.86	3.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-05	4.08	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-05	4.19	4.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-05	4.27	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-05	4.34	4.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-05	4.3	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-05	4.28	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-05	4.25	4.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-05	4.24	4.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-05	4.19	4.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-05	4.1	3.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-05	3.98	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-05	3.87	3.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-05	3.76	3.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-05	3.76	3.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-05	3.73	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-05	3.75	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-05	3.81	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-05	3.79	3.52

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-05	3.7	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-05	3.66	3.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-05	3.64	3.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-05	3.55	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-05	3.54	3.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-05	3.46	3.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-05	3.38	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-05	3.41	3.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-05	3.55	3.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-05	3.47	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-05	3.55	3.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-05	3.57	3.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-05	3.6	3.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-05	3.63	3.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-05	3.64	3.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-05	3.59	3.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-05	3.55	3.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-05	3.54	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-05	3.31	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-05	3.23	2.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-05	3.14	2.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-05	3.05	2.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-05	3.04	2.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-05	2.88	2.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-05	2.88	2.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-05	2.96	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-05	3.05	2.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-05	3.06	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-05	3.08	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-05	3.11	2.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-05	3.05	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-05	2.9	2.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-05	2.68	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-05	2.66	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-05	2.6	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-05	2.4	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-05	2.34	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-05	2.18	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-05	2.14	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-05	2.27	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-05	2.38	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-05	2.43	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-05	2.43	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-05	3.34	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-05	3.7	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-05	3.69	3.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-05	3.68	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-05	3.47	3.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-05	3.39	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-05	3.33	2.9

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-05	3.23	2.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-05	3.22	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-05	3.13	2.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-05	3.01	2.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-05	3.15	2.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-05	3.16	2.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-05	3.17	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-05	3.19	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-05	3.18	2.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-05	3.25	2.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-05	3.25	2.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-05	3.24	2.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-05	3.24	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-05	3.19	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-05	3.09	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-05	2.93	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-05	2.88	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-05	2.86	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-05	2.79	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-05	2.88	2.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-05	2.91	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-05	2.94	2.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-05	3.26	2.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-05	3.06	2.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-06	3.28	2.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-06	3.23	2.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-06	3.12	2.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-06	3.06	2.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-06	3.05	2.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-06	3.06	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-06	3.09	2.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-06	3.1	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-06	3.09	2.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-06	3.07	2.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-06	3.04	2.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-06	3.01	2.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-06	3.02	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-06	2.92	2.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-06	2.95	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-06	2.94	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-06	2.99	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-06	3.01	2.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-06	2.84	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-06	2.64	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-06	2.72	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-06	3.12	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-06	2.52	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-06	2.32	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-06	2.21	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-06	2.28	1.78

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-06	2.38	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-06	2.45	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-06	2.72	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-06	2.65	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-06	2.94	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-06	2.96	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-06	2.96	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-06	2.76	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-06	2.68	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-06	2.55	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-06	2.41	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-06	2.25	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-06	2.24	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-06	2.99	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-06	2.34	2.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-06	2.36	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-06	2.71	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-06	2.8	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-06	2.85	2.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-06	2.89	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-06	2.95	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-06	2.98	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-06	2.78	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-06	2.66	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-06	2.66	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-06	2.49	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-06	2.45	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-06	2.43	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-06	2.13	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-06	2.49	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-06	2.65	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-06	2.88	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-06	2.89	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-06	2.02	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-06	2.01	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-06	1.98	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-06	2.01	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-06	1.99	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-06	2.21	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-06	2.21	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-06	2.13	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-06	2.21	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-06	2.12	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-06	2.14	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-06	2.21	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-06	2.13	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-06	2.13	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-06	2.21	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-06	2.22	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-06	2.31	2.13

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-06	2.23	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-06	2.21	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-06	2.21	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-06	2.21	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-06	2.31	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-06	2.01	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-06	2.03	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-06	2.13	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-06	2.42	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-06	2.41	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-06	2.12	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-06	2.21	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-06	2.03	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-06	2.33	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-06	2.21	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-06	2.35	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-06	2.13	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-06	2.42	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-06	2.63	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-06	2.65	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-06	2.21	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-06	2.63	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-06	2.93	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-06	2.16	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-06	2.53	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-06	2.68	2.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-06	2.01	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-06	2.35	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-06	2.12	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-06	2.42	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-06	2.21	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-06	2.15	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-06	2.22	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-06	2.21	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-06	2.68	2.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-06	2.65	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-06	2.76	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-06	2.63	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-06	2.43	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-06	2.13	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-06	2.01	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-06	2.53	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-06	2.73	2.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-06	2.81	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-06	2.01	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-06	2.29	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-06	2.31	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-06	2.12	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-06	2.03	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-06	2.21	1.81

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-06	2.19	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-06	2.13	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-06	1.78	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-06	2.01	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-06	1.24	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-06	1.25	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-06	2.13	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-06	2.01	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-06	2.01	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-06	2.22	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-06	2.01	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-06	2.41	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-06	2.63	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-06	2.63	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-06	2.53	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-06	2.01	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-06	2.44	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-06	2.68	2.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-06	2.12	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-06	2.18	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-06	2.12	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-06	2.21	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-06	2.21	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-06	2.73	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-06	2.73	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-06	2.41	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-06	2.31	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-06	2.31	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-06	2.18	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-06	2.21	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-06	2.38	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-06	2.31	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-06	2.63	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-06	2.71	2.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-06	2.73	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-06	2.53	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-06	2.51	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-06	3.01	2.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-06	2.61	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-06	2.31	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-06	2.73	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-06	2.19	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-06	2.81	2.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-06	2.12	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-06	3.03	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-06	2.17	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-06	2.15	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-06	2.39	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-06	2.51	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-06	2.53	2.43



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-06	2.81	2.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-06	3.01	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-06	2.96	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-06	2.81	2.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-06	2.93	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-06	2.53	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-06	2.55	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-06	2.43	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-06	2.59	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-06	2.33	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-06	2.43	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-06	2.63	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-06	2.53	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-06	2.63	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-06	2.73	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-06	2.74	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-06	2.35	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-06	2.81	2.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-06	2.22	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-06	2.81	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-06	2.71	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-06	2.43	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-06	2.71	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-06	2.73	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-06	2.41	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-06	2.51	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-06	2.16	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-06	2.61	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-06	2.81	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-06	2.83	2.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-06	2.22	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-06	3.03	2.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-06	2.63	2.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-06	2.73	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-06	2.25	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-06	2.83	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-06	2.63	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-06	2.73	2.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-06	2.61	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-06	2.51	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-06	2.74	2.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-06	2.73	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-06	2.63	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-06	2.31	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-06	2.64	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-06	2.73	2.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-06	2.54	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-06	2.73	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-06	2.81	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-06	2.61	2.33

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-06	2.44	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-06	2.63	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-06	2.33	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-06	2.84	2.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-06	2.95	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-06	2.63	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-06	2.71	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-06	2.51	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-06	2.73	2.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-06	2.71	2.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-06	2.82	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-06	2.93	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-06	2.68	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-06	2.31	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-06	2.73	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-06	2.68	2.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-06	2.68	2.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-06	2.71	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-06	2.53	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-06	2.51	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-06	2.71	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-06	2.77	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-06	2.81	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-06	2.74	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-06	2.51	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-06	2.83	2.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-06	2.51	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-06	2.43	2.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-06	2.15	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-06	2.68	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-06	2.83	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-06	2.91	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-06	2.63	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-06	3.01	2.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-06	3.01	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-06	2.74	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-06	3.01	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-06	3.05	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-06	3.11	3.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-06	3.12	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-06	3.11	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-06	3.11	3.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-06	3.01	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-06	2.81	2.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-06	2.81	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-06	2.71	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-06	3.01	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-06	3.75	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-06	3.65	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-06	3.6	3.25

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-06	3.61	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-06	3.7	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-06	3.75	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-06	3.8	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-06	3.85	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-06	3.83	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-06	3.7	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-06	3.75	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-06	3.65	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-06	3.45	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-06	3.45	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-06	3.25	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-06	3.07	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-06	2.95	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-06	2.85	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-06	3	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-06	2.85	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-06	2.8	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-06	2.55	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-06	2.6	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-06	2.7	2.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-06	2.75	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-06	2.6	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-06	2.55	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-06	2.6	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-06	2.55	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-06	2.55	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-06	2.4	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-06	2.25	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-06	2.05	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-06	2.05	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-06	2.5	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-06	2.6	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-06	2.55	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-06	2.6	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-06	2.65	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-06	2.6	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-06	2.55	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-06	2.48	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-06	2.3	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-06	2.15	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-06	2.05	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-06	2.05	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-06	2	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-06	2.05	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-06	2.05	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-06	2.05	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-06	2.05	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-06	2.15	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-06	2.2	1.88

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-06	2.2	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-06	2.3	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-06	2.4	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-06	2.4	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-06	2.2	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-06	2.15	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-06	2.05	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-06	2.05	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-06	2.45	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-06	2.45	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-06	2.5	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-06	2.4	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-06	2.5	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-06	2.6	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-06	2.55	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-06	2.5	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-06	2.4	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-06	2.38	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-06	2.3	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-06	2.35	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-06	2.3	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-06	2.3	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-06	2.28	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-06	2.25	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-06	2.25	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-06	2.3	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-06	2.25	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-06	2.3	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-06	2.35	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-06	2.3	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-06	2.3	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-06	2.4	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-06	2.62	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-06	2.35	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-06	2.4	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-06	2.35	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-06	2.35	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-06	2.3	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-06	2.28	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-07	2.05	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-07	1.95	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-07	1.98	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-07	2.05	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-07	2.1	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-07	2.15	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-07	2	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-07	1.9	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-07	1.85	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-07	1.9	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-07	1.85	1

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-07	1.83	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-07	1.85	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-07	1.9	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-07	1.82	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-07	1.8	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-07	1.75	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-07	1.7	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-07	1.75	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-07	1.7	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-07	1.6	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-07	1.8	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-07	1.9	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-07	1.85	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-07	1.85	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-07	1.85	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-07	1.8	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-07	1.6	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-07	1.55	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-07	1.58	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-07	1.5	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-07	1.65	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-07	1.8	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-07	1.75	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-07	1.85	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-07	1.95	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-07	2.05	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-07	1.95	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-07	1.85	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-07	1.7	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-07	1.5	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-07	1.65	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-07	1.6	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-07	1.55	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-07	1.45	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-07	1.5	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-07	1.85	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-07	2.05	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-07	2.15	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-07	2.15	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-07	2.05	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-07	1.95	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-07	2.05	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-07	1.95	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-07	1.9	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-07	1.75	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-07	1.8	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-07	1.85	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-07	1.95	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-07	1.41	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-07	1.41	1.11

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-07	1.31	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-07	1.2	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-07	1.24	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-07	1.39	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-07	1.43	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-07	1.53	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-07	1.51	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-07	1.41	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-07	1.31	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-07	1.16	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-07	1.16	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-07	1.04	0.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-07	1.09	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-07	1.14	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-07	1.22	0.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-07	1.21	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-07	1.21	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-07	1.31	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-07	1.38	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-07	1.48	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-07	1.61	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-07	1.51	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-07	1.41	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-07	1.41	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-07	1.31	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-07	1.38	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-07	1.41	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-07	1.46	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-07	1.53	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-07	1.58	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-07	1.58	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-07	1.56	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-07	1.58	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-07	1.56	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-07	1.66	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-07	1.74	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-07	1.8	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-07	1.81	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-07	1.8	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-07	1.78	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-07	1.75	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-07	1.72	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-07	1.95	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-07	2.11	1.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-07	2.14	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-07	2.18	1.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-07	2.26	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-07	2.16	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-07	2.08	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-07	2.04	1.68

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-07	1.96	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-07	2.07	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-07	1.84	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-07	1.94	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-07	2.01	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-07	2.11	1.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-07	2.14	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-07	2.22	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-07	2.31	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-07	2.55	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-07	2.65	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-07	2.8	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-07	2.65	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-07	2.63	2.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-07	2.55	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-07	2.48	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-07	2.43	2.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-07	2.48	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-07	2.5	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-07	2.58	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-07	2.7	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-07	2.82	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-07	2.92	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-07	3.05	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-07	3.05	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-07	3.02	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-07	2.97	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-07	2.9	2.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-07	2.77	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-07	2.72	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-07	2.85	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-07	3	2.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-07	3.12	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-07	3.2	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-07	3.2	2.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-07	3.22	3.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-07	3.32	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-07	3.4	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-07	3.5	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-07	3.5	3.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-07	2.38	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-07	2.39	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-07	2.35	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-07	2.33	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-07	2.36	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-07	2.36	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-07	2.41	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-07	2.45	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-07	2.51	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-07	2.51	2.3

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-07	2.48	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-07	2.35	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-07	2.29	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-07	2.28	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-07	2.18	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-07	2.25	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-07	2.38	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-07	2.44	2.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-07	2.54	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-07	2.54	2.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-07	2.73	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-07	2.84	2.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-07	2.95	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-07	3.08	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-07	3.13	3.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-07	3.23	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-07	3.41	3.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-07	3.48	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-07	3.5	3.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-07	3.48	3.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-08	1.69	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-08	1.49	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-08	1.59	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-08	1.71	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-08	1.78	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-08	1.81	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-08	1.88	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-08	1.91	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-08	1.96	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-08	1.96	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-08	1.96	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-08	2.06	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-08	1.96	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-08	1.88	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-08	1.81	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-08	1.81	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-08	1.58	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-08	1.48	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-08	1.78	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-08	1.88	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-08	1.96	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-08	1.99	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-08	1.93	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-08	1.91	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-08	1.91	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-08	1.88	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-08	1.76	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-08	1.67	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-08	1.61	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-08	1.59	1.11



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-08	1.59	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-08	1.52	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-08	1.48	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-08	1.61	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-08	1.56	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-08	1.58	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-08	1.63	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-08	1.76	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-08	1.78	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-08	1.83	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-08	1.96	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-08	1.98	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-08	1.83	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-08	1.86	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-08	1.74	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-08	1.68	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-08	1.61	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-08	1.73	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-08	1.78	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-08	1.81	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-08	1.67	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-08	1.58	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-08	1.59	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-08	1.39	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-08	1.21	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-08	1.26	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-08	1.28	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-08	1.38	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-08	1.55	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Feb-08	1.52	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-08	1.53	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-08	1.44	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-08	1.36	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-08	1.31	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-08	1.31	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-08	1.39	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-08	1.42	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-08	1.49	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-08	1.58	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-08	1.76	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-08	1.71	1.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-08	1.63	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-08	1.61	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-08	1.51	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-08	1.46	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-08	1.41	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-08	1.33	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-08	1.36	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-08	1.46	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-08	1.51	1.21

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-08	1.56	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-08	1.68	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-08	1.86	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-08	1.87	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-08	1.91	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-08	1.86	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-08	1.81	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-08	1.71	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-08	1.61	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-08	1.54	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-08	1.53	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-08	1.71	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-08	1.67	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-08	1.63	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-08	1.58	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-08	1.51	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-08	1.36	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-08	1.21	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-08	1.33	1.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-08	1.38	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-08	1.46	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-08	1.59	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-08	1.68	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-08	1.76	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-08	1.91	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-08	1.82	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-08	1.71	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-08	1.68	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-08	1.41	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-08	1.56	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-08	1.53	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-08	1.51	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-08	1.61	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-08	1.68	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-08	1.81	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-08	1.93	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-08	2.04	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-08	2.09	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-08	2.11	1.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-08	2.09	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-08	2.01	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-08	1.91	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-08	1.76	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-08	1.66	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-08	1.56	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-08	1.56	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-08	1.56	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-08	1.66	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-08	1.86	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-08	1.86	1.46

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-08	1.96	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-08	1.86	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-08	1.76	1.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-08	1.66	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-08	1.66	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-08	1.61	1.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-08	1.66	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-08	1.56	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-08	1.69	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-08	1.86	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-08	1.91	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-08	2.01	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-08	2.06	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-08	2.21	1.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-08	2.16	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-08	2.11	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-08	2.06	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-08	2.05	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-08	2.01	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-08	1.99	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-08	2.13	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-08	2.11	1.61
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-08	1.78	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-08	1.7	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-08	1.65	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-08	1.55	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-08	1.5	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-08	1.44	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-08	1.4	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-08	1.38	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-08	1.48	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-08	1.6	1.39
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-08	1.66	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-08	1.78	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-08	1.86	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-08	2.06	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-08	2.06	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-08	2.02	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-08	2.2	1.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-08	2.2	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-08	2.23	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-08	2.26	2.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-08	2.3	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-08	2.36	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-08	2.36	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-08	2.4	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-08	2.8	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-08	2.95	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-08	3.1	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-08	3.22	3.02

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-08	3.35	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-08	3.35	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-08	5.2	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-08	5.25	5.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-08	5.3	5.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-08	5.25	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-08	5.24	5.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-08	5.2	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-08	5.14	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-08	5.12	4.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-08	5.06	4.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-08	5	4.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-08	5.1	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-08	5.12	4.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-08	5.15	4.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-08	5	4.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-08	5.09	4.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-08	5.1	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-08	5.1	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-08	5.15	4.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-08	5.2	5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-08	5.25	5.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-08	5.28	5.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-08	5.35	5.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-08	5.32	5.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-08	5.32	5.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-08	5.35	5.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-08	5.3	5.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-08	5.3	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-08	5.35	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-08	5.38	5.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-08	5.45	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-08	5.5	5.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-08	5.5	5.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-08	5.52	5.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-08	5.6	5.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-08	5.62	5.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-08	5.65	5.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-08	5.61	5.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-08	5.63	5.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-08	5.62	5.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-08	5.63	5.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-08	5.52	5.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-08	5.5	5.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-08	5.4	5.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-08	5.3	5.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-08	5.25	5.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-08	5.2	5.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-08	5.18	5.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-08	5.22	5.05

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-08	5.2	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-08	5.05	4.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-08	4.9	4.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-08	4.75	4.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-08	4.5	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-08	4.55	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-08	4.45	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-08	4.4	4.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-08	4.35	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-08	4.3	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-08	4.25	4.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-08	4.2	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-08	4.15	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-08	4.32	3.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-08	4.3	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-08	4.25	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-08	4.15	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-08	4.1	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-08	4.1	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-08	4.15	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-08	4.06	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-08	4	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-08	3.9	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-08	3.82	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-08	3.75	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-08	3.75	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-08	3.74	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-08	3.75	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-08	3.78	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-08	3.75	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-08	3.75	3.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-08	3.8	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-08	3.82	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-08	3.8	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-08	3.75	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-08	3.74	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-08	3.75	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-08	3.8	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-08	3.8	3.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-08	3.8	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-08	3.85	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-08	3.8	3.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-08	3.75	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-08	3.72	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-08	3.45	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-08	3.4	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-08	3.2	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-08	3.1	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-08	3.2	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-08	3	2.75

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-08	2.95	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-08	2.9	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-08	2.85	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-08	2.9	2.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-08	3	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-08	3.05	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-08	2.99	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-08	3.15	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-08	3.1	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-08	3.1	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-08	3	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-08	2.9	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-08	2.8	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-08	2.78	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-08	2.7	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-08	2.5	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-08	2.4	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-08	2.35	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-08	2.35	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-08	2.3	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-08	2.4	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-08	2.4	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-08	2.4	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-08	2.4	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-08	2.5	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-08	2.5	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-08	2.5	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-08	2.4	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-08	2.35	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-08	2.32	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-08	2.3	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-08	2.39	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-08	2.35	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-08	2.3	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-08	2.25	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-08	2.23	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-08	2.22	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-08	2.4	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-08	2.6	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-08	2.6	2.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-08	2.5	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-08	2.45	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-08	2.45	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-08	2.4	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-08	2.35	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-08	2.25	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-08	2.28	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-08	2.25	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-08	2.3	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-08	2.35	2

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-08	2.4	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-08	2.4	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-08	2.43	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-08	2.4	2.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-08	2.36	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-09	2.22	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-09	2.2	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-09	2.2	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-09	2.22	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-09	2.2	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-09	2.22	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-09	2.25	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-09	2.25	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-09	2.25	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-09	2.27	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-09	2.22	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-09	2.22	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-09	2.25	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-09	2.2	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-09	2.22	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-09	2.23	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-09	2.2	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-09	2.22	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-09	2.2	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-09	2.2	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-09	2.15	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-09	2.12	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-09	2.09	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-09	1.98	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-09	2	1.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-09	2.05	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-09	2.12	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-09	2.15	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-09	2.15	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-09	2.18	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-09	2.17	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-09	2.13	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-09	2.1	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-09	2.05	1.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-09	2.02	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-09	2.02	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-09	2.05	1.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-09	2	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-09	1.97	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-09	1.98	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-09	1.95	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-09	1.98	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-09	1.95	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-09	1.93	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-09	1.95	1.85

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-09	1.96	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-09	1.94	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-09	1.95	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-09	1.94	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-09	1.92	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-09	1.9	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-09	1.9	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-09	1.88	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-09	1.9	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-09	1.98	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-09	1.98	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-09	2	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-09	2.02	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-09	2	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-09	2.22	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-09	2.23	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-09	2.23	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-09	2.22	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-09	2.23	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-09	2.25	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-09	2.3	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-09	2.3	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-09	2.27	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-09	2.27	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-09	2.28	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-09	2.3	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-09	2.32	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-09	2.33	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-09	2.34	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-09	2.35	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-09	2.35	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-09	2.36	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-09	2.35	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-09	2.36	2.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-09	2.38	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-09	2.38	2.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-09	2.4	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-09	2.41	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-09	2.4	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-09	2.41	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-09	2.42	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-09	2.45	2.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-09	2.45	2.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-09	2.46	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-09	2.47	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-09	2.49	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-09	2.5	2.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-09	2.5	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-09	2.59	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-09	2.6	2.51



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-09	2.6	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-09	2.62	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-09	2.65	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-09	2.65	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-09	2.68	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-09	2.69	2.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-09	2.68	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-09	2.68	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-09	2.75	2.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-09	2.78	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-09	2.8	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-09	2.8	2.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-09	2.85	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-09	2.9	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-09	2.9	2.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-09	2.95	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-09	2.99	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-09	3	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-09	3.02	2.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-09	3.05	2.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-09	3.05	2.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-09	3.1	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-09	3.15	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-09	3.14	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-09	3.15	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-09	3.1	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-09	3.05	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-09	3	2.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-09	3.02	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-09	3.02	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-09	3	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-09	3	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-09	3.05	2.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-09	3.08	2.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-09	3.1	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-09	3.1	2.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-09	3.12	2.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-09	3.1	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-09	3.1	2.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-09	3.12	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-09	3.1	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-09	3.1	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-09	3.1	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-09	3.12	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-09	3.1	2.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-09	3.1	2.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-09	3.15	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-09	3.18	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-09	3.2	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-09	3.65	3.28

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-09	3.7	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-09	3.45	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-09	3.3	3.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-09	3.25	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-09	3.2	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-09	3.2	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-09	3.2	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-09	3.22	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-09	3.2	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-09	3.25	3.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-09	3.28	3.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-09	3.24	3.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-09	3.25	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-09	3.3	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-09	3.25	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-09	3.25	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-09	3.25	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-09	3.26	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-09	3.25	3.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-09	3.2	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-09	3.25	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-09	3.2	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-09	3.2	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-09	3.22	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-09	3.25	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-09	3.25	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-09	3.3	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-09	3.4	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-09	3.4	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-09	3.45	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-09	3.5	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-09	3.5	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-09	3.5	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-09	3.4	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-09	3.4	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-09	3.4	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-09	3.45	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-09	3.5	3.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-09	3.52	3.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-09	3.5	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-09	3.52	3.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-09	3.55	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-09	3.6	3.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-09	3.7	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-09	3.66	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-09	3.7	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-09	4.1	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-09	4.25	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-09	4.4	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-09	4.2	3.85

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-09	4.3	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-09	4.32	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-09	4.3	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-09	4.25	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-09	4.2	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-09	4.2	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-09	4.2	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-09	4.12	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-09	4.14	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-09	4	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-09	3.9	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-09	3.8	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-09	3.9	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-09	3.8	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-09	3.85	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-09	3.8	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-09	3.85	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-09	3.86	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-09	3.9	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-09	4.05	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-09	4.1	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-09	4.12	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-09	4.18	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-09	4.2	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-09	4.31	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-09	4.35	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-09	4.45	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-09	4.4	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-09	4.5	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-09	4.4	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-09	4.3	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-09	4.35	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-09	4.38	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-09	4.35	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-09	4.45	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-09	4.61	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-09	4.75	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-09	4.8	4.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-09	4.91	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-09	4.95	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-09	5.1	4.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-09	5.1	4.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-09	5.12	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-09	5.1	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-09	5.1	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-09	5.05	4.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-09	5	4.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-09	4.85	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-09	4.9	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-09	4.9	4.58

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-09	4.85	4.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-09	4.78	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-09	4.85	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-09	4.85	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-09	4.8	4.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-09	4.71	4.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-09	4.7	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-09	4.7	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-09	4.4	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-09	4.3	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-09	4.45	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-09	4.4	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-09	4.3	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-09	4.2	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-09	4.25	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-09	4.3	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-09	4.32	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-09	4.4	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-09	4.4	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-09	4.4	4.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-09	4.32	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-09	4.3	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-09	4.25	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-09	4.2	4.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-09	4.2	4.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-09	4.23	4.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-09	4.22	4.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-09	4.25	4.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-09	4.25	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-09	4.25	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-09	4.25	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-09	4.25	4.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-09	4.25	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-09	4.27	4.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-09	4.27	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-09	4.27	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-09	4.25	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-09	4.25	4.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-09	4.25	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-09	4.24	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-09	4.2	4.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-09	4.15	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-09	4.15	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-09	4.12	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-09	4.1	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-09	4.09	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-09	4.07	3.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-09	4.04	3.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-09	4.04	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-09	4	3.84

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-09	3.98	3.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-09	3.95	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-09	3.92	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-09	3.9	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-09	3.88	3.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-09	3.88	3.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-09	3.85	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-09	3.84	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-09	3.82	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-09	3.72	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-09	3.7	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-09	3.69	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-09	3.7	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-09	3.69	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-09	3.7	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-09	3.7	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-09	3.7	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-09	3.65	3.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-09	3.61	3.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-09	3.6	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-09	3.58	3.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-09	3.5	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-09	3.4	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-09	3.42	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-09	3.32	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-09	3.3	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-09	3.28	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-09	3.25	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-09	3.25	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-09	3.2	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-09	3.12	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-09	3	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-09	2.9	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-09	2.9	2.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-09	2.85	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-09	2.82	2.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-09	2.8	2.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-09	2.8	2.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-09	2.85	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-09	2.6	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-09	2.58	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-09	2.5	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-09	2.42	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-09	2.4	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-09	2.25	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-09	2.2	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-09	2.15	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-09	2.14	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-09	2.02	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-09	2	1.65

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-09	1.9	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-09	1.9	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-09	1.92	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-09	1.9	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-09	1.9	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-09	1.9	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-09	1.86	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-09	1.88	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-09	1.85	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-09	1.85	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-09	1.85	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-09	1.84	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-09	1.82	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-09	1.85	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-09	1.8	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-09	1.75	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-09	1.8	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-09	1.75	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-09	1.76	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-09	1.75	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-10	1.95	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-10	1.95	1.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-10	1.95	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-10	1.95	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-10	1.95	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-10	1.95	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-10	1.95	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-10	1.95	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-10	1.92	1.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-10	1.9	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-10	1.88	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-10	1.84	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-10	1.82	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-10	1.82	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-10	1.85	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-10	1.85	1.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-10	1.84	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-10	1.82	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-10	1.85	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-10	1.95	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-10	1.95	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-10	1.96	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-10	1.98	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-10	1.98	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-10	1.95	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-10	1.98	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-10	2	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-10	2.02	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-10	2.05	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-10	2	1.9

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-10	2	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-10	2.02	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-10	2.05	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-10	2.05	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-10	2.02	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-10	2.05	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-10	2.04	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-10	2.02	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-10	2.02	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-10	2.04	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-10	2.05	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-10	2.05	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-10	2.07	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-10	2.08	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-10	2.1	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-10	2.12	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-10	2.15	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-10	2.18	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-10	2.18	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-10	2.18	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-10	2.18	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-10	2.18	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-10	2.2	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-10	2.2	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-10	2.22	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-10	2.2	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-10	2.22	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-10	2.22	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-10	2.22	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-10	2.4	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-10	2.45	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-10	2.45	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-10	2.55	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-10	2.6	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-10	2.58	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-10	2.6	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-10	2.62	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-10	2.65	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-10	2.66	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-10	2.65	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-10	2.65	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-10	2.65	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-10	2.68	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-10	2.65	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-10	2.65	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-10	2.68	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-10	2.7	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-10	2.7	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-10	2.7	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-10	2.75	2.57

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-10	2.74	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-10	2.75	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-10	2.7	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-10	2.65	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-10	2.7	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-10	2.7	2.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-10	2.72	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-10	2.8	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-10	2.82	2.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-10	2.88	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-10	2.88	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-10	2.85	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-10	2.8	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-10	2.75	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-10	2.75	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-10	2.75	2.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-10	2.77	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-10	2.75	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-10	2.72	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-10	2.73	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-10	2.75	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-10	2.75	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-10	2.75	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-10	2.75	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-10	2.78	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-10	2.78	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-10	2.78	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-10	2.75	2.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-10	2.8	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-10	2.78	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-10	2.82	2.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-10	2.82	2.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-10	2.8	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-10	2.8	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-10	2.85	2.71
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-10	2.87	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-10	2.9	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-10	2.95	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-10	2.94	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-10	3.25	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-10	3.3	3.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-10	3.25	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-10	3.1	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-10	3.1	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-10	3	2.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-10	2.9	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-10	2.86	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-10	2.8	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-10	2.85	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-10	2.8	2.6



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-10	2.9	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-10	2.95	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-10	2.97	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-10	2.95	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-10	2.8	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-10	2.95	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-10	3.05	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-10	3.1	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-10	3.1	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-10	3.17	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-10	3.2	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-10	3.22	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-10	3.2	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-10	3.22	3.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-10	3.25	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-10	3.3	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-10	3.3	3.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-10	3.4	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-10	3.4	3.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-10	3.4	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-10	3.4	3.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-10	3.4	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-10	3.41	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-10	3.42	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-10	3.45	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-10	3.5	3.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-10	3.52	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-10	3.55	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-10	3.55	3.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-10	3.53	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-10	3.53	3.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-10	3.55	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-10	3.55	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-10	3.55	3.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-10	3.55	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-10	3.57	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-10	3.58	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-10	3.55	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-10	3.57	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-10	3.57	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-10	3.58	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-10	3.6	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-10	3.6	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-10	3.6	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-10	3.6	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-10	3.62	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-10	3.62	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-10	3.62	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-10	3.63	3.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-10	3.65	3.56

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-10	3.65	3.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-10	3.52	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-10	3.53	3.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-10	3.55	3.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-10	3.55	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-10	3.65	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-10	3.62	3.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-10	3.65	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-10	3.65	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-10	3.65	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-10	3.65	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-10	3.6	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-10	3.6	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-10	3.57	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-10	3.55	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-10	3.55	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-10	3.55	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-10	3.55	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-10	3.56	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-10	3.56	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-10	3.58	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-10	3.6	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-10	3.62	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-10	3.64	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-10	3.62	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-10	3.62	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-10	3.62	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-10	3.65	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-10	3.6	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-10	3.58	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-10	3.6	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-10	3.62	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-10	3.8	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-10	3.85	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-10	3.9	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-10	3.8	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-10	3.78	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-10	3.75	3.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-10	3.75	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-10	3.7	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-10	3.6	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-10	3.65	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-10	3.65	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-10	3.78	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-10	3.85	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-10	4	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-10	4	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-10	3.95	3.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-10	3.9	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-10	3.8	3.65

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-10	3.68	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-10	3.66	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-10	3.65	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-10	3.6	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-10	3.75	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-10	3.87	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-10	3.9	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-10	4	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-10	4.1	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-10	4.22	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-10	4.3	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-10	4.4	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-10	4.42	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-10	4.44	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-10	4.46	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-10	4.45	4.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-10	4.55	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-10	4.58	4.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-10	4.63	4.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-10	4.7	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-10	4.77	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-10	4.76	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-10	4.75	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-10	4.74	4.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-10	4.68	4.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-10	4.62	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-10	4.6	4.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-10	4.53	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-10	4.65	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-10	4.78	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-10	4.89	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-10	4.9	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-10	4.95	4.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-10	5.06	4.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-10	5.06	4.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-10	4.96	4.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-10	4.9	4.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-10	4.88	4.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-10	4.77	4.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-10	4.65	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-10	4.65	4.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-10	4.55	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-10	4.48	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-10	4.5	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-10	4.5	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-10	4.48	4.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-10	4.5	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-10	4.5	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-10	4.5	4.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-10	4.6	4.45

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-10	4.65	4.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-10	4.6	4.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-10	4.55	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-10	4.5	4.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-10	4.47	4.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-10	4.45	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-10	4.44	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-10	4.42	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-10	4.4	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-10	4.4	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-10	4.38	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-10	4.35	4.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-10	4.37	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-10	4.38	4.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-10	4.4	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-10	4.42	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-10	4.45	4.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-10	4.45	4.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-10	4.4	4.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-10	4.35	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-10	4.3	4.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-10	4.25	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-10	4.25	4.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-10	4.2	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-10	3.6	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-10	3.46	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-10	3.45	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-10	3.48	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-10	3.5	3.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-10	3.45	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-10	3.4	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-10	3.38	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-10	3.35	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-10	3.35	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-10	3.3	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-10	3.29	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-10	3.25	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-10	3.2	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-10	3.2	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-10	3.05	2.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-10	3.05	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-10	3.1	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-10	3.1	2.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-10	3.18	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-10	3.2	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-10	3.2	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-10	3.2	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-10	3.18	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-10	3.15	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-10	3.1	2.8

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-10	3	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-10	3	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-10	3	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-10	2.9	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-10	2.7	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-10	2.5	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-10	2.5	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-10	2.48	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-10	2.45	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-10	2.4	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-10	2.4	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-10	2.35	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-10	2.3	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-10	2.3	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-10	2.25	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-10	2.3	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-10	2.25	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-10	2.2	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-10	2.2	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-10	2.18	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-10	2.15	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-10	2.1	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-10	2.1	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-10	2.09	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-10	2.08	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-10	2.05	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-10	2.05	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-10	2.1	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-10	2.15	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-10	2.2	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-10	2.3	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-10	2.3	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-10	2.3	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-10	2.32	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-10	2.35	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-11	2.2	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-11	2.25	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-11	2.3	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-11	2.3	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-11	2.1	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-11	2.08	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-11	2.08	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-11	2.06	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-11	2.06	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-11	2.05	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-11	2.05	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-11	2	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-11	2	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-11	2	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-11	1.95	1.2

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-11	1.92	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-11	1.9	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-11	2	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-11	2	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-11	2.05	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-11	2.08	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-11	2.1	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-11	2.15	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-11	2.2	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-11	2.1	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-11	2.1	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-11	2.08	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-11	2.08	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-11	2	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-11	2	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-11	1.95	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-11	1.1	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-11	1.1	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-11	1.06	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-11	1.06	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-11	1.04	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-11	1.08	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-11	1.1	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-11	1.15	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-11	1.2	0.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-11	1.2	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-11	1.3	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-11	1.3	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-11	1.34	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-11	1.3	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-11	1.28	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-11	1.25	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-11	1.25	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-11	1.2	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-11	1.16	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-11	1.14	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-11	1.1	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-11	1.13	0.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-11	1.2	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-11	1.2	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-11	1.25	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-11	1.27	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-11	1.3	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-11	1.32	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-11	1.7	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-11	1.73	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-11	1.75	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-11	1.75	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-11	1.75	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-11	1.82	1.15

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-11	2.07	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-11	2.08	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-11	2.05	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-11	2.06	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-11	2.11	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-11	2.11	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-11	2.02	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-11	2	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-11	1.97	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-11	1.99	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-11	1.97	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-11	1.95	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-11	1.9	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-11	1.8	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-11	1.75	0.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-11	1.77	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-11	1.78	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-11	1.87	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-11	1.92	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-11	2.04	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-11	2.07	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-11	2.07	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-11	2.14	1.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-11	2.05	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-11	2.02	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-11	2.18	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-11	2.2	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-11	2.25	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-11	2.28	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-11	2.28	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-11	2.25	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-11	2.2	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-11	2.2	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-11	2.15	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-11	2.14	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-11	2.05	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-11	2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-11	2	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-11	2	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-11	1.95	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-11	1.95	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-11	1.95	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-11	1.9	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-11	2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-11	2.02	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-11	2.05	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-11	2.1	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-11	2.15	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-11	2.18	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-11	2.25	1.5

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-11	2.3	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-11	2.28	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-11	2.28	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-11	2.25	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-11	2.2	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-11	2.15	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-11	2.1	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-11	2.1	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-11	2	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-11	2	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-11	2.01	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-11	2	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-11	1.98	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-11	1.98	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-11	2.05	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-11	2.1	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-11	2.2	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-11	2.18	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-11	2.3	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-11	2.25	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-11	2.1	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-11	2.1	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-11	2.08	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-11	2	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-11	2	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-11	2.02	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-11	2.08	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-11	2.1	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-11	2.12	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-11	2.15	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-11	2.18	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-11	2.15	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-11	2.12	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-11	2.1	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-11	2.08	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-11	2.05	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-11	2.08	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-11	2.2	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-11	2.3	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-11	2.35	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-11	2.4	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-11	2.45	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-11	2.5	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-11	2.51	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-11	2.55	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-11	2.6	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-11	2.62	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-11	2.65	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-11	2.68	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-11	2.76	2.05



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-11	2.76	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-11	2.77	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-11	2.8	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-11	2.85	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-11	2.86	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-11	2.87	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-11	2.9	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-11	2.95	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-11	2.97	2.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-11	3	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-11	3.02	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-11	3.05	2.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-11	3.1	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-11	3.17	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-11	3.25	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-11	3.35	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-11	3.7	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-11	3.75	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-11	3.8	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-11	3.75	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-11	3.88	3.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-11	3.84	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-11	3.8	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-11	3.75	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-11	3.75	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-11	3.72	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-11	3.7	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-11	3.7	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-11	3.65	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-11	3.62	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-11	3.62	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-11	3.6	2.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-11	3.6	2.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-11	3.55	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-11	3.55	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-11	3.6	2.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-11	3.75	2.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-11	3.8	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-11	3.95	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-11	3.9	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-11	3.98	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-11	4	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-11	4.1	3.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-11	4.2	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-11	4.2	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-11	4.25	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-11	4.3	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-11	4.1	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-11	4.05	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-11	4.05	3.3

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-11	4.05	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-11	4.04	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-11	4.05	3.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-11	4.08	3.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-11	4.02	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-11	4	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-11	4	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-11	3.95	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-11	3.95	3.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-11	3.95	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-11	3.9	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-11	3.9	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-11	3.88	3.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-11	3.86	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-11	3.85	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-11	3.8	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-11	3.9	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-11	3.92	3.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-11	3.94	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-11	3.95	3.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-11	3.93	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-11	3.95	3.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-11	4	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-11	4.02	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-11	4.1	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-11	4.25	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-11	4.3	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-11	4.32	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-11	4.2	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-11	4.18	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-11	4.1	3.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-11	4.1	3.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-11	4.08	3.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-11	4.08	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-11	4.07	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-11	4.07	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-11	4.05	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-11	4.05	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-11	4.03	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-11	4.03	3.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-11	4.02	3.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-11	4.02	3.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-11	4	3.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-11	4	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-11	3.98	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-11	4	3.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-11	4	3.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-11	4.01	3.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-11	4.03	3.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-11	4.05	3.8

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-11	4.05	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-11	4.08	3.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-11	4.09	3.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-11	4.1	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-11	4.1	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-11	4.05	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-11	4.02	3.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-11	3.95	3.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-11	3.6	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-11	3.6	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-11	3.65	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-11	3.62	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-11	3.6	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-11	3.55	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-11	3.55	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-11	3.4	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-11	3.25	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-11	3.2	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-11	3.1	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-11	3.05	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-11	2.95	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-11	2.95	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-11	2.9	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-11	2.88	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-11	2.85	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-11	2.8	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-11	2.8	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-11	2.75	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-11	2.7	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-11	2.78	2.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-11	2.79	2.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-11	2.9	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-11	2.7	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-11	2.68	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-11	2.68	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-11	2.65	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-11	2.6	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-11	2.5	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-11	2.5	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-11	2.4	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-11	2.35	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-11	2.3	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-11	2.3	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-11	2.25	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-11	2.2	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-11	2.2	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-11	2.15	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-11	2.1	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-11	2.15	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-11	2.15	1.6

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-11	2.15	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-11	2.18	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-11	2.2	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-11	2.25	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-11	2.35	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-11	2.45	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-11	2.4	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-11	2.4	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-11	2.38	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-11	2.35	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-11	2.3	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-11	2.3	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-11	2.25	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-11	2.15	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-11	2.1	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-11	2.1	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-11	2	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-11	2	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-11	1.95	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-11	1.9	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-11	1.85	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-11	1.8	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-11	1.76	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-11	1.74	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-11	1.7	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-11	1.68	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-11	1.65	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-11	1.62	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-11	1.58	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-11	1.54	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-11	1.62	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-11	1.66	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-11	1.74	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-11	1.8	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-11	1.85	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-11	1.9	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-11	1.95	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-11	1.92	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-11	1.9	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-11	1.88	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-11	1.85	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-11	1.89	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-11	1.74	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-11	1.72	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-11	1.7	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-11	1.66	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-11	1.52	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-11	1.7	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-11	1.8	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-11	1.85	1.42

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-12	1.5	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-12	1.48	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-12	1.48	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-12	1.46	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-12	1.45	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-12	1.55	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-12	1.58	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-12	1.65	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-12	1.76	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-12	1.8	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-12	1.85	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-12	1.8	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-12	1.5	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-12	1.45	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-12	1.45	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-12	1.5	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-12	1.55	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-12	1.6	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-12	1.55	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-12	1.55	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-12	1.5	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-12	1.4	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-12	1.37	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-12	1.35	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-12	1.35	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-12	1.3	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-12	1.28	0.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-12	1.28	0.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-12	1.25	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-12	1.25	0.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-12	1.2	0.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-12	1.15	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-12	1.14	0.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-12	1.08	0.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-12	1.16	0.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-12	1.2	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-12	1.25	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-12	1.3	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-12	1.35	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-12	1.4	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-12	1.32	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-12	1.3	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-12	1.28	0.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-12	1.22	0.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-12	1.2	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-12	1.15	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-12	1.15	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-12	1.18	0.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-12	1.2	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-12	1.22	0.72

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-12	1.25	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-12	1.28	0.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-12	1.36	0.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-12	1.38	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-12	1.35	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-12	1.3	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-12	1.25	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-12	1.22	0.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-12	1.2	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Feb-12	1.2	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-12	1.25	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-12	1.2	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-12	1.25	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-12	1.3	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-12	1.32	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-12	1.45	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-12	1.5	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-12	1.85	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-12	1.95	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-12	2.05	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-12	2.1	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-12	2.15	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-12	2.1	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-12	2.05	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-12	2.04	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-12	2	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-12	1.9	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-12	1.7	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-12	1.6	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-12	1.65	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-12	1.7	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-12	1.85	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-12	1.9	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-12	2	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-12	2.1	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-12	2.05	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-12	2	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-12	1.95	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-12	1.9	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-12	1.85	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-12	1.8	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-12	1.8	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-12	1.83	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-12	1.95	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-12	2	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-12	2.1	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-12	2.15	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-12	2.2	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-12	2.25	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-12	2.3	1.35

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-12	2.32	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-12	2.15	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-12	2.05	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-12	2	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-12	1.95	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-12	1.92	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-12	1.98	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-12	2.1	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-12	2.2	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-12	2.35	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-12	2.34	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-12	2.14	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-12	2.12	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-12	2.06	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-12	2	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-12	1.95	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-12	1.9	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-12	1.9	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-12	1.87	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-12	1.87	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-12	1.85	0.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-12	1.85	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-12	1.82	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-12	1.8	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-12	1.75	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-12	1.8	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-12	1.8	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-12	1.85	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-12	2	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-12	2.2	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-12	2.4	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-12	2.45	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-12	2.42	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-12	2.35	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-12	2.2	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-12	2.1	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-12	2.05	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-12	2	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-12	1.96	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-12	1.9	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-12	1.82	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-12	1.82	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-12	1.85	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-12	1.88	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-12	1.96	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-12	2	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-12	2.08	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-12	2.2	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-12	2.3	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-12	2.35	1.2

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-12	2.4	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-12	2.48	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-12	2.55	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-12	2.52	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-12	2.54	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-12	2.55	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-12	2.6	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-12	2.65	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-12	2.65	1.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-12	2.66	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-12	2.67	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-12	2.69	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-12	2.72	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-12	2.75	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-12	2.77	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-12	2.85	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-12	2.9	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-12	2.97	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-12	3.05	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-12	3.15	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-12	3.25	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-12	3.26	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-12	3.3	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-12	3.31	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-12	3.35	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-12	3.5	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-12	3.58	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-12	3.65	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-12	3.7	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-12	3.7	2.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-12	3.78	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-12	3.9	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-12	3.95	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-12	3.98	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-12	4	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-12	4	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-12	4.05	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-12	3.98	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-12	3.9	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-12	3.85	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-12	3.85	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-12	3.82	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-12	3.8	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-12	3.8	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-12	3.85	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-12	3.9	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-12	3.94	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-12	3.96	3.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-12	4	3.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-12	4.05	3.4



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-12	4.05	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-12	4.08	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-12	4.08	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-12	4.09	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-12	4.12	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-12	4.12	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-12	4.15	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-12	4.15	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-12	4.18	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-12	4.2	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-12	4.2	3.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-12	4.25	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-12	4.25	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-12	4.2	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-12	4.15	3.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-12	4.13	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-12	4.1	3.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-12	4.08	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-12	4.08	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-12	4.06	3.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-12	4	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-12	3.95	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-12	3.9	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-12	3.9	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-12	3.85	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-12	3.9	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-12	3.92	3.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-12	3.95	3.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-12	3.9	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-12	3.85	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-12	3.85	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-12	3.8	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-12	3.8	3.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-12	3.78	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-12	3.75	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-12	3.8	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-12	3.82	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-12	3.84	3.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-12	3.85	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-12	3.89	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-12	3.9	3.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-12	3.92	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-12	3.95	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-12	4	3.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-12	3.9	3.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-12	3.85	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-12	3.85	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-12	3.8	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-12	3.78	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-12	3.78	3.18

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-12	3.75	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-12	3.75	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-12	3.7	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-12	3.65	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-12	3.6	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-12	3.45	2.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-12	3.4	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-12	3.4	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-12	3.3	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-12	3.25	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-12	3.35	2.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-12	3.4	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-12	3.42	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-12	3.45	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-12	3.5	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-12	3.55	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-12	3.62	3.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-12	3.65	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-12	3.75	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-12	3.9	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-12	3.95	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-12	3.98	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-12	4	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-12	4.05	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-12	4.02	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-12	4	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-12	3.97	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-12	3.95	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-12	3.92	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-12	3.92	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-12	3.9	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-12	3.85	3.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-12	3.8	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-12	3.74	3.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-12	3.72	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-12	3.65	3.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-12	3.6	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-12	3.57	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-12	3.52	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-12	3.5	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-12	3.45	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-12	3.43	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-12	3.4	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-12	3.35	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-12	3.3	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-12	3.2	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-12	3.15	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-12	3.1	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-12	3	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-12	2.95	2.65

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-12	2.9	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-12	2.85	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-12	2.8	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-12	2.8	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-12	2.78	2.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-12	2.8	2.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-12	2.79	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-12	2.78	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-12	2.76	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-12	2.72	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-12	2.69	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-12	2.65	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-12	2.6	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-12	2.55	2.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-12	2.52	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-12	2.48	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-12	2.45	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-12	2.4	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-12	2.34	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-12	2.3	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-12	2.24	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-12	2.2	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-12	2.15	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-12	2.1	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-12	2.05	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-12	2	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-12	1.95	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-12	1.98	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-12	2.05	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-12	2.1	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-12	2.15	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-12	2.12	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-12	2.05	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-12	2.05	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-12	2.02	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-12	2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-12	1.95	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-12	1.92	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-12	1.9	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-12	1.87	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-12	1.85	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-12	1.82	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-12	1.8	1.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-12	1.75	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-12	1.65	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-12	1.6	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-12	1.54	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-12	1.5	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-12	1.5	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-12	1.48	1.07

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-12	1.47	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-12	1.47	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-12	1.45	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-12	1.42	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-12	1.4	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-12	1.4	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-12	1.38	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-12	1.37	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-12	1.35	0.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-12	1.35	0.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-12	1.32	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-12	1.31	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-12	1.3	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-12	1.3	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-12	1.29	0.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-12	1.25	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-13	1.25	0.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-13	1.22	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-13	1.2	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-13	1.19	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-13	1.18	0.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-13	1.17	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-13	1.2	0.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-13	1.25	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-13	1.28	0.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-13	1.38	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-13	1.4	0.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-13	1.37	0.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-13	1.35	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-13	1.3	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-13	1.28	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-13	1.25	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-13	1.22	0.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-13	1.21	0.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-13	1.2	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-13	1.18	0.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-13	1.15	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-13	1.13	0.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-13	1.1	0.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-13	1.2	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-13	1.4	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-13	1.42	0.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-13	1.45	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-13	1.5	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-13	1.55	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-13	1.5	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-13	1.4	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-13	1.39	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-13	1.37	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-13	1.35	0.95

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-13	1.34	0.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-13	1.33	0.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-13	1.32	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-13	1.3	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-13	1.28	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-13	1.36	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-13	1.45	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-13	1.58	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-13	1.75	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-13	1.85	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-13	1.94	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-13	1.97	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-13	1.7	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-13	1.8	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-13	1.7	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-13	1.6	0.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-13	1.45	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-13	1.37	0.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-13	1.35	0.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-13	1.3	0.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-13	1.38	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-13	1.5	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-13	1.6	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-13	1.75	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-13	1.85	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-13	1.86	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-13	1.89	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-13	1.97	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-13	2	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-13	1.95	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-13	1.9	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-13	1.85	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-13	1.8	0.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-13	1.74	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-13	1.66	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-13	1.55	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-13	1.5	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-13	1.4	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-13	1.38	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-13	1.32	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-13	1.3	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-13	1.27	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-13	1.25	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-13	1.25	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-13	1.3	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-13	1.45	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-13	1.55	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-13	1.7	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-13	1.85	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-13	1.88	1

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-13	1.9	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-13	1.95	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-13	1.97	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-13	2	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-13	2.02	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-13	2.05	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-13	1.85	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-13	1.8	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-13	1.7	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-13	1.68	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-13	1.65	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-13	1.62	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-13	1.6	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-13	1.55	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-13	1.5	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-13	1.48	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-13	1.45	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-13	1.45	0.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-13	1.42	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-13	1.4	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-13	1.38	0.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-13	1.36	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-13	1.5	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-13	1.6	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-13	1.75	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-13	1.85	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-13	1.98	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-13	2.09	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-13	2.2	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-13	2.28	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-13	2.35	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-13	2.38	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-13	2.4	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-13	2.3	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-13	2.42	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-13	2.45	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-13	2.3	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-13	2.27	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-13	2.15	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-13	2.15	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-13	2.2	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-13	2.25	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-13	2.38	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-13	2.44	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-13	2.47	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-13	2.55	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-13	2.45	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-13	2.4	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-13	2.32	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-13	2.3	1.35

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-13	2.25	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-13	2.45	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-13	2.47	1.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-13	2.7	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-13	2.7	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-13	2.65	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-13	2.7	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-13	2.8	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-13	2.94	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-13	3	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-13	3.15	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-13	3.1	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-13	3.15	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-13	3.15	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-13	3.25	2.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-13	3.3	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-13	3.3	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-13	3.34	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-13	3.25	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-13	3.15	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-13	3.06	2.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-13	3	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-13	2.95	2.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-13	2.9	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-13	2.85	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-13	2.8	2.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-13	2.78	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-13	2.7	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-13	2.6	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-13	2.7	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-13	2.75	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-13	2.85	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-13	3	2.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-13	3.05	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-13	3	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-13	2.86	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-13	2.8	2.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-13	2.75	2.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-13	2.75	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-13	2.7	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-13	2.65	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-13	2.85	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-13	2.98	2.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-13	3.05	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-13	3.15	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-13	3.25	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-13	3.3	2.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-13	3.35	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-13	3.4	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-13	3.42	2.67

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-13	3.48	2.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-13	3.5	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-13	3.52	2.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-13	3.6	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-13	3.55	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-13	3.5	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-13	3.45	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-13	3.48	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-13	3.55	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-13	3.65	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-13	3.75	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-13	3.8	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-13	3.88	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-13	3.98	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-13	4	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-13	4.05	3.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-13	4.1	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-13	4.15	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-13	4.19	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-13	4.11	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-13	4.1	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-13	4.05	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-13	4.05	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-13	4.03	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-13	4.03	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-13	4.02	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-13	4.02	3.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-13	4	3.31
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-13	4.1	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-13	4.1	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-13	4	3.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-13	3.99	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-13	3.97	3.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-13	3.95	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-13	4	3.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-13	4.02	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-13	4.03	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-13	4.03	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-13	4.04	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-13	4.03	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-13	4	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-13	3.99	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-13	3.95	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-13	3.95	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-13	3.92	3.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-13	3.91	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-13	3.92	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-13	3.97	3.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-13	4	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-13	4.05	3.6



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-13	4.1	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-13	4.13	3.73
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-13	4.2	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-13	4.12	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-13	4.06	3.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-13	4	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-13	3.99	3.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-13	3.98	3.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-13	3.95	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-13	3.95	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-13	3.93	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-13	3.92	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-13	3.9	3.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-13	3.88	3.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-13	3.78	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-13	3.85	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-13	3.9	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-13	3.92	3.51
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-13	3.95	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-13	4	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-13	4.02	3.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-13	4	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-13	3.96	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-13	3.9	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-13	3.85	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-13	3.8	3.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-13	3.75	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-13	3.7	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-13	3.6	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-13	3.6	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-13	3.55	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-13	3.54	3.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-13	3.52	3.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-13	3.5	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-13	3.48	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-13	3.45	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-13	3.4	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-13	3.35	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-13	3.25	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-13	3.3	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-13	3.33	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-13	3.25	2.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-13	3.2	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-13	3.23	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-13	3.3	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-13	3.35	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-13	3.39	2.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-13	3.49	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-13	3.5	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-13	3.5	2.91

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-13	3.55	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-13	3.6	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-13	3.65	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-13	3.6	2.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-13	3.55	2.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-13	3.53	2.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-13	3.52	2.93
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-13	3.5	2.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-13	3.49	2.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-13	3.45	2.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-13	3.43	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-13	3.4	2.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-13	3.35	2.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-13	3.33	2.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-13	3.31	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-13	3.28	2.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-13	3.25	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-13	3.15	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-13	3.13	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-13	3.1	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-13	3.05	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-13	3	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-13	2.98	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-13	2.95	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-13	2.9	2.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-13	2.86	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-13	2.8	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-13	2.75	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-13	2.7	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-13	2.65	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-13	2.6	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-13	2.57	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-13	2.55	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-13	2.6	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-13	2.63	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-13	2.68	2.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-13	2.7	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-13	2.72	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-13	2.75	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-13	2.8	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-13	2.9	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-13	2.85	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-13	2.75	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-13	2.7	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-13	2.64	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-13	2.6	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-13	2.57	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-13	2.5	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-13	2.4	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-13	2.35	1.8

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-13	2.25	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-13	2.2	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-13	2.1	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-13	2.2	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-13	2.35	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-13	2.4	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-13	2.45	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-13	2.3	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-13	2.25	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-13	2.2	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-13	2.15	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-13	2.1	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-13	2.06	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-13	2.05	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-13	2	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-13	2.1	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-13	2.15	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-13	2.2	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-13	2.25	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-13	2.1	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-13	2.05	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-13	2	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-13	1.9	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-13	1.85	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-13	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-13	1.75	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-13	1.7	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-13	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-13	1.85	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-13	1.9	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-13	1.92	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-14	1.7	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-14	1.72	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-14	1.74	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-14	1.75	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-14	1.77	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-14	1.8	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-14	1.82	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-14	1.85	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-14	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-14	1.76	1.26
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-14	1.75	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-14	1.7	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-14	1.7	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-14	1.68	1.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-14	1.65	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-14	1.62	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-14	1.6	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-14	1.6	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-14	1.58	1.08

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-14	1.58	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-14	1.57	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-14	1.55	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-14	1.54	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-14	1.52	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-14	1.5	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-14	1.45	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-14	1.6	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-14	1.7	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-14	1.75	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-14	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-14	1.82	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-14	1.83	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-14	1.85	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-14	1.8	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-14	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-14	1.78	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-14	1.75	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-14	1.72	1.24
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-14	1.7	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-14	1.68	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-14	1.65	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-14	1.63	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-14	1.6	1.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-14	1.55	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-14	1.55	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-14	1.52	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-14	1.56	1.06
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-14	1.6	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-14	1.6	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-14	1.62	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-14	1.65	1.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-14	1.7	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-14	1.75	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-14	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-14	1.85	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-14	1.86	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-14	1.88	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-14	1.87	1.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-14	1.85	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-14	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-14	1.78	1.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-14	1.75	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-14	1.7	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-14	1.66	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-14	1.65	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-14	1.6	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-14	1.57	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-14	1.55	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-14	1.58	1.08

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-14	1.6	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-14	1.62	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-14	1.65	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-14	1.67	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-14	1.7	1.27
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-14	1.72	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-14	1.75	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-14	1.8	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-14	1.85	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-14	1.88	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-14	1.9	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-14	1.94	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-14	1.98	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-14	2	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-14	2.05	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-14	2.1	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-14	2.25	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-14	2.3	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-14	2.35	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-14	2.4	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-14	2.5	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-14	2.08	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-14	2.1	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-14	2	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-14	1.98	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-14	1.9	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-14	1.75	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-14	1.6	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-14	1.6	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-14	1.55	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-14	1.65	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-14	1.75	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-14	1.86	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-14	2	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-14	2.05	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-14	2.1	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-14	2.1	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-14	2.05	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-14	1.95	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-14	1.9	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-14	1.8	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-14	1.75	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-14	1.65	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-14	1.7	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-14	1.8	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-14	1.9	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-14	2	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-14	2.16	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-14	2.2	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-14	2.18	1.6

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-14	2.15	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-14	2.3	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-14	2.35	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-14	2.3	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-14	2.28	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-14	2.25	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-14	2.21	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-14	2.2	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-14	2.18	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-14	2.15	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-14	2.14	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-14	2.13	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-14	2.13	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-14	2.12	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-14	2.12	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-14	2.1	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-14	2.09	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-14	2.08	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-14	2.1	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-14	2.15	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-14	2.18	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-14	2.3	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-14	2.35	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-14	2.38	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-14	2.42	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-14	2.47	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-14	2.55	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-14	2.57	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-14	2.58	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-14	2.6	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-14	2.62	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-14	2.65	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-14	2.85	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-14	2.8	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-14	2.78	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-14	2.75	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-14	2.73	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-14	2.7	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-14	2.65	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-14	2.63	2.13
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-14	2.7	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-14	2.73	2.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-14	2.75	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-14	2.82	2.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-14	2.9	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-14	3	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-14	3.15	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-14	3.2	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-14	3.24	2.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-14	3.3	2.8

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-14	3.35	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-14	3.4	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-14	3.45	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-14	3.48	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-14	3.5	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-14	3.55	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-14	3.6	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-14	3.65	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-14	3.7	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-14	3.8	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-14	3.85	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-14	3.9	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-14	3.96	3.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-14	4.02	3.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-14	4.05	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-14	4.12	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-14	4.1	3.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-14	4.1	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-14	4.09	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-14	4.08	3.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-14	4.07	3.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-14	4.05	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-14	4.02	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-14	4	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-14	4.05	3.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-14	4.06	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-14	4.06	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-14	4.07	3.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-14	4.07	3.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-14	4.08	3.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-14	4.08	3.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-14	4.09	3.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-14	4.1	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-14	4.12	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-14	4.14	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-14	4.15	3.76
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-14	4.18	3.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-14	4.2	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-14	4.2	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-14	4.3	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-14	4.32	3.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-14	4.35	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-14	4.36	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-14	4.1	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-14	4.05	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-14	4	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-14	3.95	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-14	3.88	3.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-14	3.85	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-14	3.8	3.48

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-14	3.82	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-14	3.85	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-14	3.75	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-14	3.75	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-14	3.65	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-14	3.6	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-14	3.55	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-14	3.55	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-14	3.6	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-14	3.6	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-14	3.62	3.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-14	3.65	3.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-14	3.7	3.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-14	3.75	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-14	3.8	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-14	3.85	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-14	3.9	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-14	3.95	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-14	4	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-14	4.05	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-14	4.15	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-14	4.2	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-14	4.35	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-14	4.5	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-14	4.5	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-14	4.45	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-14	4.4	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-14	4.35	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-14	4.3	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-14	4.25	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-14	4.2	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-14	4.15	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-14	4.12	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-14	4.1	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-14	4.05	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-14	4	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-14	3.98	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-14	3.95	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-14	3.95	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-14	3.9	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-14	3.85	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-14	3.85	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-14	3.8	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-14	3.8	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-14	3.75	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-14	3.72	3.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-14	3.7	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-14	3.75	3.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-14	3.8	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-14	3.82	3.4



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-14	3.85	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-14	3.9	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-14	3.8	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-14	3.7	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-14	3.5	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-14	3.45	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-14	3.4	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-14	3.38	3.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-14	3.35	3.03
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-14	3.3	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-14	3.27	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-14	3.25	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-14	3.22	2.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-14	3.2	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-14	3.15	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-14	3.1	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-14	3.08	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-14	3.07	2.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-14	3.05	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-14	3	2.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-14	2.96	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-14	2.95	2.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-14	2.9	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-14	2.88	2.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-14	2.86	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-14	2.85	2.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-14	2.84	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-14	2.8	2.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-14	2.75	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-14	2.7	2.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-14	2.65	2.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-14	2.62	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-14	2.6	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-14	2.5	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-14	2.45	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-14	2.35	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-14	2.3	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-14	2.28	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-14	2.25	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-14	2.24	1.69
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-14	2.2	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-14	2.23	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-14	2.34	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-14	2.38	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-14	2.39	1.79
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-14	2.42	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-14	2.4	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-14	2.35	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-14	2.3	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-14	2.25	1.66

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-14	2.24	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-14	2.2	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-14	2.19	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-14	2.17	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-14	2.15	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-14	2.1	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-14	2.15	1.57
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-14	2.18	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-14	2.25	1.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-14	2.35	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-14	2.4	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-14	2.42	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-14	2.45	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-14	2.35	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-14	2.3	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-14	2.28	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-14	2.25	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-14	2.25	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-14	2.24	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-14	2.2	1.54
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-14	2.18	1.53
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-14	2.15	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-14	2.12	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-14	2.1	1.49
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-14	2.08	1.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-14	2	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-14	1.9	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-14	1.85	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-14	1.8	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-14	1.75	1.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-14	1.85	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-14	1.9	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-14	1.9	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-14	2.1	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-14	2.15	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-14	2.2	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-14	2.25	1.56
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-14	2.28	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-14	2.3	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-14	2.35	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-14	2.18	1.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-14	2	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-14	1.95	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-14	1.9	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-14	1.85	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-14	1.8	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-15	1.75	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-15	1.7	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-15	1.7	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-15	1.68	0.9

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-15	1.65	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-15	1.64	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-15	1.7	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-15	1.75	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-15	1.8	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-15	1.85	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-15	1.8	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-15	1.92	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-15	1.95	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-15	2	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-15	2.05	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-15	2.18	1.43
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-15	2.2	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-15	2.27	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-15	2.3	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-15	2.25	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-15	2.22	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-15	2.2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-15	2.1	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-15	2	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-15	1.9	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-15	1.8	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-15	1.75	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-15	1.7	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-15	1.65	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-15	1.6	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-15	1.65	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-15	1.65	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-15	1.6	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-15	1.59	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-15	1.58	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-15	1.56	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-15	1.6	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-15	1.67	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-15	1.7	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-15	1.75	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-15	1.8	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-15	1.85	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-15	1.88	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-15	1.9	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-15	1.95	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-15	2	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-15	2.05	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-15	2.1	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-15	2.2	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-15	2.25	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-15	2.2	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-15	2.18	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-15	2.15	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-15	2.05	1.3

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-15	1.95	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-15	1.9	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-15	1.8	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-15	1.75	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-15	1.7	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-15	1.65	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-15	1.64	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-15	1.62	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-15	1.6	0.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-15	1.55	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-15	1.65	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-15	1.7	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-15	1.75	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-15	1.8	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-15	1.88	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-15	1.96	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-15	2.08	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-15	2.15	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-15	2.2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-15	2.22	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-15	2.25	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-15	2.2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-15	2.15	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-15	2.1	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-15	2.05	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-15	2	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-15	2	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-15	1.9	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-15	1.85	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-15	1.8	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-15	1.75	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-15	1.7	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-15	1.65	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-15	1.6	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-15	1.55	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-15	1.5	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-15	1.48	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-15	1.45	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-15	1.45	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-15	1.42	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-15	1.42	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-15	1.4	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-15	1.4	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-15	1.39	0.81
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-15	1.38	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-15	1.45	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-15	1.5	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-15	1.55	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-15	1.7	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-15	1.8	1.2

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-15	1.85	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-15	1.95	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-15	2.08	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-15	2.2	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-15	2.3	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-15	2.45	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-15	2.5	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-15	2.57	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-15	2.55	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-15	2.54	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-15	2.5	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-15	2.4	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-15	2.4	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-15	2.3	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-15	2.1	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-15	2	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-15	1.95	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-15	1.9	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-15	1.8	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-15	1.85	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-15	1.9	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-15	1.95	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-15	2.05	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-15	2.18	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-15	2.25	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-15	2.4	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-15	2.48	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-15	2.53	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-15	2.56	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-15	2.62	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-15	2.6	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-15	2.6	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-15	2.62	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-15	2.67	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-15	2.74	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-15	2.8	1.99
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-15	2.76	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-15	2.74	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-15	2.7	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-15	2.7	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-15	2.68	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-15	2.65	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-15	2.62	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-15	2.67	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-15	2.7	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-15	2.75	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-15	2.8	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-15	2.8	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-15	2.75	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-15	2.76	2.08

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-15	2.7	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-15	2.65	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-15	2.7	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-15	2.65	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-15	2.65	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-15	2.8	2.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-15	2.8	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-15	2.8	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-15	2.88	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-15	2.85	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-15	2.8	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-15	2.96	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-15	2.95	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-15	2.9	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-15	3.01	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-15	2.98	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-15	3	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-15	3.15	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-15	3.15	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-15	3.2	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-15	3.3	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-15	3.35	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-15	3.3	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-15	3.25	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-15	3.4	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-15	3.38	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-15	3.35	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-15	3.45	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-15	3.47	3.01
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-15	3.5	3.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-15	3.5	3.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-15	3.52	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-15	3.53	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-15	3.55	3.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-15	3.56	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-15	3.52	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-15	3.5	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-15	3.48	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-15	3.45	3.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-15	3.45	3.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-15	3.42	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-15	3.4	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-15	3.4	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-15	3.42	3.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-15	3.45	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-15	3.47	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-15	3.5	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-15	3.49	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-15	3.48	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-15	3.5	3.21

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-15	3.55	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-15	3.61	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-15	3.65	3.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-15	3.67	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-15	3.72	3.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-15	3.75	3.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-15	3.72	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-15	3.7	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-15	3.7	3.29
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-15	3.68	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-15	3.65	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-15	3.6	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-15	3.57	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-15	3.55	3.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-15	3.5	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-15	3.48	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-15	3.45	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-15	3.43	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-15	3.4	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-15	3.38	2.91
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-15	3.36	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-15	3.35	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-15	3.32	2.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-15	3.3	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-15	3.28	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-15	3.2	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-15	3.15	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-15	3.3	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-15	3.4	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-15	3.52	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-15	3.6	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-15	3.65	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-15	3.7	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-15	3.85	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-15	3.9	3.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-15	3.92	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-15	4	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-15	4.05	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-15	4.1	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-15	4.15	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-15	4.18	3.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-15	4.2	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-15	4.22	3.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-15	4.25	3.83
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-15	4.32	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-15	4.3	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-15	4.28	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-15	4.25	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-15	4.25	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-15	4.24	3.82

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-15	4.22	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-15	4.2	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-15	4.18	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-15	4.15	3.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-15	4.1	3.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-15	4.08	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-15	4	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-15	3.98	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-15	3.95	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-15	3.85	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-15	3.75	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-15	3.7	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-15	3.65	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-15	3.6	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-15	3.55	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-15	3.52	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-15	3.5	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-15	3.42	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-15	3.45	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-15	3.38	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-15	3.35	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-15	3.3	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-15	3.25	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-15	3.2	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-15	3.16	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-15	3.1	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-15	3.04	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-15	2.98	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-15	2.9	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-15	2.85	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-15	2.8	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-15	2.75	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-15	2.7	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-15	2.65	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-15	2.6	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-15	2.54	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-15	2.5	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-15	2.45	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-15	2.42	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-15	2.4	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-15	2.38	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-15	2.35	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-15	2.34	1.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-15	2.3	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-15	2.28	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-15	2.35	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-15	2.42	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-15	2.55	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-15	2.6	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-15	2.7	2.1



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-15	2.71	2.11
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-15	2.75	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-15	2.77	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-15	2.8	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-15	2.85	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-15	2.8	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-15	2.75	2.19
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-15	2.7	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-15	2.65	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-15	2.6	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-15	2.5	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-15	2.45	1.97
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-15	2.4	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-15	2.38	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-15	2.35	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-15	2.32	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-15	2.3	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-15	2.25	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-15	2.2	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-15	2.16	1.66
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-15	2.12	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-15	2.1	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-15	2	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-15	1.98	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-15	1.95	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-15	2.1	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-15	2.2	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-15	2.27	1.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-15	2.38	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-15	2.5	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-15	2.52	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-15	2.53	1.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-15	2.55	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-15	2.57	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-15	2.62	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-15	2.65	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-15	2.7	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-15	2.6	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-15	2.55	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-15	2.5	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-15	2.45	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-15	2.4	1.87
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-15	2.35	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-15	2.3	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-15	2.29	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-15	2.25	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-15	2.2	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-15	2.15	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-15	2.1	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-15	2	1.5

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-15	1.95	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-15	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-15	1.65	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-15	1.6	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-15	1.4	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-15	1.35	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-15	1.4	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-15	1.6	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-15	1.66	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-15	1.8	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-15	1.9	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-16	1.95	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-16	1.98	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-16	2	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-16	2.02	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-16	2.05	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-16	2.1	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-16	2.15	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-16	2.1	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-16	2.05	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-16	2	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-16	1.95	1.47
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-16	1.9	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-16	1.85	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-16	1.8	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-16	1.75	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-16	1.7	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-16	1.55	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-16	1.45	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-16	1.4	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-16	1.3	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-16	1.25	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-16	1.22	0.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-16	1.2	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-16	1.18	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-16	1.16	0.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-16	1.12	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-16	1.08	0.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-16	1.12	0.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-16	1.2	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-16	1.4	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-16	1.45	0.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-16	1.48	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-16	1.5	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-16	1.55	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-16	1.6	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-16	1.64	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-16	1.7	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-16	1.75	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-16	1.8	1.2

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-16	1.7	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-16	1.65	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-16	1.6	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-16	1.5	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-16	1.45	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-16	1.4	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-16	1.35	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-16	1.3	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-16	1.28	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-16	1.2	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-16	1.17	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-16	1.15	0.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-16	1.17	0.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-16	1.25	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-16	1.28	0.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-16	1.35	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-16	1.4	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-16	1.5	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-16	1.45	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-16	1.4	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Feb-16	1.35	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-16	1.3	0.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-16	1.28	0.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-16	1.26	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-16	1.25	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-16	1.22	0.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-16	1.2	0.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-16	1.25	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-16	1.38	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-16	1.45	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-16	1.5	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-16	1.6	0.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-16	1.55	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-16	1.5	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-16	1.45	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-16	1.35	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-16	1.3	0.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-16	1.25	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-16	1.2	0.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-16	1.18	0.59
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-16	1.15	0.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-16	1.25	0.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-16	1.4	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-16	1.55	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-16	1.65	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-16	1.75	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-16	1.9	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-16	1.95	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-16	2	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-16	1.95	1.15

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-16	1.9	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-16	1.85	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-16	1.8	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-16	1.78	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-16	1.75	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-16	1.72	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-16	1.7	0.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-16	1.65	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-16	1.6	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-16	1.55	0.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-16	1.6	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-16	1.65	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-16	1.75	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-16	1.85	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-16	1.95	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-16	2.05	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-16	2.07	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-16	2.09	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-16	2.15	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-16	2.2	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-16	2.22	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-16	2.25	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-16	2.28	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-16	2.35	1.42
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-16	2.38	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-16	2.4	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-16	2.45	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-16	2.49	1.52
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-16	2.5	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-16	2.52	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-16	2.48	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-16	2.45	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-16	2.4	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-16	2.35	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-16	2.3	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-16	2.25	1.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-16	2.2	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-16	2.15	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-16	2.1	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-16	2.05	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-16	2.03	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-16	2.1	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-16	2.2	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-16	2.25	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-16	2.27	1.68
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-16	2.3	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-16	2.35	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-16	2.45	1.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-16	2.55	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-16	2.62	1.9

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-16	2.7	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-16	2.65	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-16	2.7	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-16	2.72	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-16	2.75	2.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-16	2.78	2.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-16	2.85	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-16	2.95	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-16	2.92	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-16	2.9	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-16	2.88	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-16	2.86	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-16	2.84	2.14
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-16	2.85	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-16	2.85	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-16	3	2.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-16	3.05	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-16	3.1	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-16	3.18	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-16	3.15	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-16	3.1	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-16	3.08	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-16	3.05	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-16	3	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-16	2.98	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-16	2.9	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-16	2.8	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-16	2.8	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-16	2.9	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-16	2.95	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-16	3.1	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-16	3.1	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-16	3.15	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-16	3.15	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-16	3.18	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-16	3.1	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-16	3.1	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-16	3.2	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-16	3.3	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-16	3.25	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-16	3.5	2.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-16	3.58	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-16	3.6	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-16	3.6	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-16	3.62	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-16	3.65	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-16	3.7	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-16	3.75	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-16	3.73	3.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-16	3.74	3.16

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-16	3.75	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-16	3.75	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-16	3.72	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-16	3.7	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-16	3.7	3.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-16	3.68	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-16	3.65	3.16
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-16	3.65	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-16	3.65	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-16	3.7	3.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-16	3.74	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-16	3.78	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-16	3.8	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-16	3.8	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-16	3.98	3.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-16	4.1	3.46
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-16	4.15	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-16	4.2	3.64
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-16	4.2	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-16	4.18	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-16	4.17	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-16	4.15	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-16	4.29	3.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-16	4.22	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-16	4.3	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-16	4.4	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-16	4.4	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-16	4.45	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-16	4.48	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-16	4.4	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-16	4.42	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-16	4.3	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-16	4.2	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-16	4.1	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-16	3.9	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-16	3.75	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-16	3.6	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-16	3.6	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-16	3.58	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-16	3.55	3.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-16	3.8	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-16	4	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-16	4.02	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-16	4.05	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-16	4.1	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-16	4.05	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-16	3.9	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-16	3.8	3.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-16	3.6	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-16	3.6	3.3

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-16	3.5	3.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-16	3.5	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-16	3.53	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-16	3.65	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-16	3.65	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-16	3.7	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-16	3.75	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-16	3.75	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-16	3.8	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-16	3.7	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-16	3.75	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-16	3.75	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-16	3.65	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-16	3.6	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-16	3.6	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-16	3.55	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-16	3.5	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-16	3.45	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-16	3.45	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-16	3.55	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-16	3.65	3.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-16	3.7	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-16	3.86	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-16	3.85	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-16	3.8	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-16	3.75	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-16	3.75	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-16	3.7	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-16	3.6	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-16	3.55	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-16	3.5	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-16	3.45	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-16	3.45	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-16	3.45	2.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-16	3.5	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-16	3.55	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-16	3.6	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-16	3.6	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-16	3.5	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-16	3.6	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-16	3.5	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-16	3.5	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-16	3.45	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-16	3.4	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-16	3.3	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-16	3.25	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-16	3.25	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-16	3.22	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-16	3.3	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-16	3.4	2.77

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-16	3.4	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-16	3.5	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-16	3.5	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-16	3.5	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-16	3.5	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-16	3.45	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-16	3.3	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-16	3.15	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-16	3.2	2.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-16	3.1	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-16	2.9	2.44
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-16	2.9	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-16	2.86	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-16	2.8	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-16	2.85	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-16	2.85	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-16	2.9	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-16	2.9	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-16	2.8	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-16	2.8	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-16	2.75	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-16	2.7	2.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-16	2.7	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-16	2.7	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-16	2.55	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-16	2.45	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-16	2.35	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-16	2.4	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-16	2.4	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-16	2.45	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-16	2.45	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-16	2.5	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-16	2.6	1.94
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-16	2.65	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-16	2.68	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-16	2.7	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-16	2.6	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-16	2.55	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-16	2.5	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-16	2.4	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-16	2.3	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-16	2.25	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-16	2.2	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-16	2.1	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-16	2.15	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-16	2.2	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-16	2.22	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-16	2.3	1.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-16	2.35	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-16	2.4	1.95



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-16	2.42	1.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-16	2.38	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-16	2.35	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-16	2.3	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-16	2.25	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-16	2.18	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-16	2.15	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-16	2.1	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-16	2	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-16	1.95	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-16	1.9	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-16	1.8	1.34
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-16	1.75	1.33
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-16	1.7	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-16	1.65	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-16	1.6	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-16	1.5	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-16	1.5	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-16	1.45	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-16	1.4	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-16	1.45	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-16	1.48	1.17
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-16	1.55	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-16	1.6	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-16	1.75	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-16	1.9	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-16	2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-17	2	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-17	2.05	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-17	2.08	1.36
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-17	2.05	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-17	2	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-17	1.95	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-17	1.85	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-17	1.8	1.07
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-17	1.7	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-17	1.7	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-17	1.65	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-17	1.6	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-17	1.55	0.84
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-17	1.5	0.82
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-17	1.44	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-17	1.4	0.77
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-17	1.35	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-17	1.3	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-17	1.3	0.63
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-17	1.35	0.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-17	1.4	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-17	1.5	0.67
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-17	1.55	0.72

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-17	1.65	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-17	1.65	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-17	1.7	0.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-17	1.75	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-17	1.8	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-17	1.9	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-17	1.95	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-17	1.9	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-17	1.88	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-17	1.85	1.09
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-17	1.82	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-17	1.8	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-17	1.75	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-17	1.7	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-17	1.68	1.04
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-17	1.66	1.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-17	1.62	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-17	1.6	0.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-17	1.55	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-17	1.5	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-17	1.45	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-17	1.4	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-17	1.38	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-17	1.35	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-17	1.32	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-17	1.3	0.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-17	1.29	0.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-17	1.32	0.58
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-17	1.35	0.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-17	1.45	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-17	1.6	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-17	1.7	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-17	1.8	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-17	1.85	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-17	1.9	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-17	1.95	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-17	1.98	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-17	1.99	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-17	2	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-17	1.95	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-17	1.9	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-17	1.85	1.12
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-17	1.8	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-17	1.75	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-17	1.7	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-17	1.65	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-17	1.55	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-17	1.45	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-17	1.4	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-17	1.35	0.85

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-17	1.3	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-17	1.25	0.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-17	1.32	0.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-17	1.4	0.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-17	1.5	0.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-17	1.6	0.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-17	1.7	0.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-17	1.75	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-17	1.8	1.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-17	1.85	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-17	1.95	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-17	2	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-17	2.1	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-17	2.15	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-17	2.18	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-17	2.22	1.41
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-17	2.2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-17	2.22	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-17	2.27	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-17	2.3	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-17	2.35	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-17	2.4	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-17	2.45	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-17	2.42	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-17	2.35	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-17	2.25	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-17	2.15	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-17	2.1	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-17	2.05	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-17	2	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-17	1.95	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-17	1.9	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-17	1.85	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-17	1.9	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-17	2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-17	2.2	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-17	2.2	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-17	2.25	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-17	2.3	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-17	2.4	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-17	2.5	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-17	2.6	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-17	2.8	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-17	3	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-17	2.95	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-17	2.88	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-17	2.8	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-17	2.75	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-17	2.7	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-17	2.65	1.8

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-17	2.6	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-17	2.75	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-17	2.8	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-17	2.75	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-17	2.7	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-17	2.65	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-17	2.6	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-17	2.55	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-17	2.5	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-17	2.5	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-17	2.45	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-17	2.4	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-17	2.55	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-17	2.5	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-17	2.45	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-17	2.45	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-17	2.4	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-17	2.4	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-17	2.45	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-17	2.5	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-17	2.7	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-17	2.8	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-17	2.85	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-17	2.8	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-17	2.75	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-17	2.7	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-17	2.8	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-17	2.85	1.86
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-17	2.85	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-17	2.85	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-17	2.88	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-17	2.85	2.21
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-17	2.86	2.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-17	2.86	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-17	2.9	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-17	2.95	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-17	3	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-17	3.1	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-17	3.25	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-17	3.4	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-17	3.3	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-17	3.2	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-17	3.15	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-17	3.1	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-17	3.06	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-17	3.05	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-17	3.18	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-17	3.25	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-17	3.3	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-17	3.4	2.7

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-17	3.4	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-17	3.45	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-17	3.55	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-17	3.6	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-17	3.6	2.88
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-17	3.58	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-17	3.55	2.89
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-17	3.55	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-17	3.5	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-17	3.5	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-17	3.5	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-17	3.5	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-17	3.55	2.96
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-17	3.56	2.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-17	3.65	2.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-17	3.6	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-17	3.58	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-17	3.7	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-17	3.75	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-17	3.8	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-17	3.82	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-17	3.85	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-17	3.86	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-17	3.9	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-17	3.9	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-17	3.9	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-17	3.95	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-17	3.95	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-17	3.95	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-17	4.25	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-17	4.35	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-17	4.4	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-17	4.45	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-17	4.5	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-17	4.45	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-17	4.4	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-17	4.35	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-17	4.3	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-17	4.25	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-17	4	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-17	3.9	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-17	3.9	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-17	3.9	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-17	4	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-17	4.14	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-17	4.2	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-17	4.25	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-17	4.24	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-17	4.3	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-17	4.35	3.8

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-17	4.4	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-17	4.42	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-17	4.45	3.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-17	4.55	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-17	4.6	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-17	4.65	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-17	4.75	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-17	4.8	4.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-17	4.95	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-17	4.95	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-17	4.95	4.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-17	4.95	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-17	4.9	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-17	4.85	4.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-17	4.75	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-17	4.7	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-17	4.7	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-17	4.65	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-17	4.45	4.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-17	4.4	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-17	4.3	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-17	4.3	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-17	4.25	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-17	4.25	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-17	4.2	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-17	4.25	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-17	4.3	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-17	4.35	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-17	4.35	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-17	4.35	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-17	4.3	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-17	4.3	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-17	4.25	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-17	4.15	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-17	4.1	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-17	4.05	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-17	4	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-17	4	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-17	4.15	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-17	4.2	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-17	4.25	3.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-17	4.22	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-17	4.15	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-17	4.05	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-17	4.05	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-17	3.9	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-17	3.85	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-17	3.85	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-17	3.8	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-17	3.75	3.35

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-17	3.7	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-17	3.75	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-17	3.8	3.37
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-17	3.85	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-17	3.85	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-17	3.8	3.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-17	3.8	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-17	3.85	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-17	3.8	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-17	3.8	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-17	3.8	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-17	3.75	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-17	3.75	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-17	3.65	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-17	3.6	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-17	3.6	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-17	3.65	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-17	3.65	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-17	3.75	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-17	3.85	3.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-17	4.2	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-17	4.15	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-17	3.95	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-17	3.9	3.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-17	3.85	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-17	3.8	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-17	3.65	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-17	3.6	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-17	3.55	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-17	3.55	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-17	3.5	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-17	3.5	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-17	3.5	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-17	3.6	3.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-17	3.6	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-17	3.55	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-17	3.5	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-17	3.4	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-17	3.35	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-17	3.3	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-17	3.35	2.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-17	3.22	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-17	3.2	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-17	3.2	2.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-17	3.15	2.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-17	3.1	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-17	3.05	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-17	3	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-17	2.95	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-17	2.9	2.35

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-17	2.9	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-17	2.8	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-17	2.7	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-17	2.65	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-17	2.65	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-17	2.6	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-17	2.55	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-17	2.5	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-17	2.45	1.98
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-17	2.45	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-17	2.46	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-17	2.5	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-17	2.55	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-17	2.6	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-17	2.65	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-17	2.7	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-17	2.7	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-17	2.7	2.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-17	2.65	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-17	2.65	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-17	2.58	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-17	2.55	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-17	2.5	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-17	2.47	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-17	2.46	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-17	2.45	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-17	2.42	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-17	2.4	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-17	2.38	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-17	2.37	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-17	2.36	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-17	2.35	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-17	2.32	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-17	2.3	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-17	2.3	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-17	2.3	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-17	2.29	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-17	2.28	1.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-17	2.25	1.72
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-17	2.2	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-17	2.2	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-17	2.2	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-18	2.25	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-18	2.4	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-18	2.45	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-18	2.4	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-18	2.3	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-18	2.25	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-18	2.2	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-18	2	1.4



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-18	1.8	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-18	1.7	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-18	1.66	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-18	1.6	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-18	1.55	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-18	1.6	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-18	1.8	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-18	1.9	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-18	1.9	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-18	1.95	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-18	1.95	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-18	1.9	1.32
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-18	1.9	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-18	1.85	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-18	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-18	1.75	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-18	1.7	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-18	1.65	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-18	1.6	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-18	1.65	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-18	1.85	1.22
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-18	1.9	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-18	1.9	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-18	1.95	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-18	2	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-18	2	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-18	1.95	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-18	1.95	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-18	1.9	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-18	1.85	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-18	1.8	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-18	1.7	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-18	1.6	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-18	1.6	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-18	1.65	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-18	1.7	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-18	1.75	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-18	1.8	1.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-18	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-18	1.85	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-18	1.82	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-18	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-18	1.75	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-18	1.7	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-18	1.65	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-18	1.6	1.18
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-18	1.55	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-18	1.52	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-18	1.5	1.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-18	1.6	1.1

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-18	1.7	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-18	1.85	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-18	2	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-18	2.1	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-18	2.05	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-18	2	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-18	1.9	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-18	1.85	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-18	1.8	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-18	1.7	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-18	1.7	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-18	1.65	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-18	1.6	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-18	1.6	1.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-18	1.65	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-18	1.7	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-18	1.8	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-18	1.9	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-18	2	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-18	2.1	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-18	2	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-18	1.9	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-18	1.8	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-18	1.75	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-18	1.7	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-18	1.7	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-18	1.6	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-18	1.65	1.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-18	1.8	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-18	1.9	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-18	2	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-18	2.1	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Apr-18	2.15	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Apr-18	2.2	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Apr-18	2.2	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Apr-18	2.15	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Apr-18	2	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Apr-18	1.9	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Apr-18	1.9	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Apr-18	1.86	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Apr-18	1.8	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Apr-18	1.7	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Apr-18	1.7	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Apr-18	1.7	1.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Apr-18	1.75	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Apr-18	1.8	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Apr-18	1.95	1.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Apr-18	2	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Apr-18	2.16	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Apr-18	2.25	1.3

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Apr-18	2.25	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Apr-18	2.3	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Apr-18	2.3	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Apr-18	2.3	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Apr-18	2.25	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Apr-18	2.25	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Apr-18	2.2	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Apr-18	2.2	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Apr-18	2.2	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Apr-18	2.25	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Apr-18	2.3	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Apr-18	2.35	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-May-18	2.55	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-May-18	2.4	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-May-18	2.45	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-May-18	2.45	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-May-18	2.45	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-May-18	2.4	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-May-18	2.35	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-May-18	2.35	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-May-18	2.3	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-May-18	2.3	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-May-18	2.3	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-May-18	2.35	1.62
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-May-18	2.4	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-May-18	2.45	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-May-18	2.5	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-May-18	2.6	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-May-18	2.8	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-May-18	2.9	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-May-18	2.95	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-May-18	3.1	2.74
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-May-18	3.12	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-May-18	3.15	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-May-18	3.1	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-May-18	3.05	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-May-18	3.05	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-May-18	3	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-May-18	3	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-May-18	2.95	2.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-May-18	3	2.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-May-18	3.05	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-May-18	3.1	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jun-18	3.15	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jun-18	3.2	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jun-18	3.2	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jun-18	3.2	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jun-18	3.18	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jun-18	3.15	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jun-18	3.15	2.75

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jun-18	3.1	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jun-18	3.15	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jun-18	3.15	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jun-18	3.18	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jun-18	3.2	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jun-18	3.2	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jun-18	3.55	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jun-18	3.6	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jun-18	3.6	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jun-18	3.55	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jun-18	3.55	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jun-18	3.5	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jun-18	3.5	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jun-18	3.5	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jun-18	3.5	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jun-18	3.5	3.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jun-18	3.55	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jun-18	3.6	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jun-18	3.7	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jun-18	3.8	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jun-18	3.8	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jun-18	3.85	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jun-18	3.85	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jul-18	3.8	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jul-18	3.75	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jul-18	3.7	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jul-18	3.7	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jul-18	3.65	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jul-18	3.65	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jul-18	3.85	3.23
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jul-18	4.15	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jul-18	4.15	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jul-18	4.1	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jul-18	4.15	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jul-18	4.2	3.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jul-18	4.25	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jul-18	4.25	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jul-18	4.35	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jul-18	4.4	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jul-18	4.4	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jul-18	4.35	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jul-18	4.3	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jul-18	4.3	3.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jul-18	4.35	3.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jul-18	4.36	3.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jul-18	4.38	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jul-18	4.4	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jul-18	4.4	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jul-18	4.45	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jul-18	4.4	3.8

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jul-18	4.4	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jul-18	4.4	3.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jul-18	4.45	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jul-18	4.5	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Aug-18	4.4	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Aug-18	4.4	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Aug-18	4.38	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Aug-18	4.3	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Aug-18	4.3	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Aug-18	4.4	3.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Aug-18	4.5	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Aug-18	4.5	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Aug-18	4.5	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Aug-18	4.55	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Aug-18	4.55	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Aug-18	4.6	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Aug-18	4.7	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Aug-18	4.7	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Aug-18	4.75	4.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Aug-18	4.75	4.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Aug-18	4.75	4.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Aug-18	4.7	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Aug-18	4.6	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Aug-18	4.55	4.08
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Aug-18	4.55	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Aug-18	4.55	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Aug-18	4.5	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Aug-18	4.55	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Aug-18	4.55	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Aug-18	4.55	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Aug-18	4.5	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Aug-18	4.5	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Aug-18	4.5	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Aug-18	4.55	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Aug-18	4.55	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Sep-18	4.55	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Sep-18	4.55	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Sep-18	4.55	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Sep-18	4.5	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Sep-18	4.45	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Sep-18	4.45	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Sep-18	4.45	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Sep-18	4.55	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Sep-18	4.6	3.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Sep-18	4.7	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Sep-18	4.75	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Sep-18	4.75	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Sep-18	4.78	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Sep-18	4.75	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Sep-18	4.75	4.1

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Sep-18	4.75	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Sep-18	4.75	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Sep-18	4.7	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Sep-18	4.7	4.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Sep-18	4.7	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Sep-18	4.7	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Sep-18	4.7	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Sep-18	4.55	4.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Sep-18	4.5	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Sep-18	4.5	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Sep-18	4.5	4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Sep-18	4.5	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Sep-18	4.4	3.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Sep-18	4.35	3.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Sep-18	4.3	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Oct-18	4.3	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Oct-18	4.3	3.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Oct-18	3.9	3.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Oct-18	3.6	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Oct-18	3.6	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Oct-18	3.6	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Oct-18	3.6	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Oct-18	3.55	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Oct-18	3.6	3.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Oct-18	3.6	3.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Oct-18	3.95	3.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Oct-18	4	3.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Oct-18	3.9	3.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Oct-18	3.7	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Oct-18	3.6	3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Oct-18	3.4	2.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Oct-18	3.3	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Oct-18	3.2	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Oct-18	3.2	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Oct-18	3.2	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Oct-18	3.1	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Oct-18	3.1	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Oct-18	3.2	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Oct-18	3.3	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Oct-18	3.3	2.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Oct-18	3.35	2.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Oct-18	3.42	2.92
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Oct-18	3.4	2.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Oct-18	3.35	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Oct-18	3.25	2.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Oct-18	3.2	2.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Nov-18	2.8	2.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Nov-18	2.85	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Nov-18	2.85	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Nov-18	2.85	2.27

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Nov-18	2.82	2.28
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Nov-18	2.8	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Nov-18	2.85	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Nov-18	2.85	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Nov-18	2.8	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Nov-18	2.8	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Nov-18	2.85	2.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Nov-18	2.7	2.25
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Nov-18	2.65	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Nov-18	2.7	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Nov-18	2.65	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Nov-18	2.6	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Nov-18	2.5	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Nov-18	2.5	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Nov-18	2.55	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Nov-18	2.55	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Nov-18	2.55	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Nov-18	2.5	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Nov-18	2.6	2.05
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Nov-18	2.75	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Nov-18	2.8	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Nov-18	2.85	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Nov-18	2.85	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Nov-18	2.8	2.2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Nov-18	2.7	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Nov-18	2.65	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Dec-18	2.6	2.02
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Dec-18	2.55	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Dec-18	2.65	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Dec-18	2.6	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Dec-18	2.65	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Dec-18	2.65	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Dec-18	2.6	2.15
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Dec-18	2.5	2.1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Dec-18	2.5	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Dec-18	2.5	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Dec-18	2.45	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Dec-18	2.4	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Dec-18	2.35	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Dec-18	2.3	1.78
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Dec-18	2.25	1.75
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Dec-18	2.2	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Dec-18	2.15	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Dec-18	2.1	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Dec-18	2.15	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Dec-18	2.3	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Dec-18	2.35	1.85
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Dec-18	2.4	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Dec-18	2.45	1.9
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Dec-18	2.5	1.95

Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Dec-18	2.5	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Dec-18	2.5	2
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Dec-18	2.45	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Dec-18	2.4	1.95
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Dec-18	2.3	1.8
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Dec-18	2.2	1.7
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Dec-18	2.1	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Jan-19	2.1	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Jan-19	2.05	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Jan-19	2.05	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Jan-19	2.05	1.55
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Jan-19	2.1	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Jan-19	2.3	1.65
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Jan-19	2.25	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Jan-19	2.2	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Jan-19	2.2	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Jan-19	2.2	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Jan-19	2.1	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Jan-19	2.05	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Jan-19	2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Jan-19	2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Jan-19	2	1.38
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Jan-19	1.95	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Jan-19	1.95	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Jan-19	1.9	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Jan-19	2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Jan-19	2.2	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Jan-19	2.3	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Jan-19	2.4	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Jan-19	2.4	1.6
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Jan-19	2.3	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Jan-19	2.2	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Jan-19	2.1	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Jan-19	2.05	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Jan-19	2	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Jan-19	1.95	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Jan-19	1.95	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Jan-19	1.9	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Feb-19	1.8	1
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Feb-19	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Feb-19	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Feb-19	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Feb-19	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Feb-19	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Feb-19	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Feb-19	1.9	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Feb-19	1.9	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Feb-19	1.9	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Feb-19	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Feb-19	1.8	1.3



Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Feb-19	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Feb-19	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Feb-19	1.8	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Feb-19	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Feb-19	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Feb-19	1.85	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Feb-19	1.9	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Feb-19	1.95	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Feb-19	2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Feb-19	2.1	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Feb-19	2.1	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Feb-19	2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Feb-19	1.9	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Feb-19	1.85	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Feb-19	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Feb-19	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	01-Mar-19	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	02-Mar-19	1.8	1.3
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	03-Mar-19	1.8	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	04-Mar-19	1.8	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	05-Mar-19	1.9	1.35
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	06-Mar-19	2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	07-Mar-19	2.1	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	08-Mar-19	2.1	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	09-Mar-19	2.1	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	10-Mar-19	2.1	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	11-Mar-19	2.1	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	12-Mar-19	2.06	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	13-Mar-19	2.05	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	14-Mar-19	2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	15-Mar-19	2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	16-Mar-19	2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	17-Mar-19	2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	18-Mar-19	1.95	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	19-Mar-19	2	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	20-Mar-19	2.1	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	21-Mar-19	2.3	1.48
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	22-Mar-19	2.5	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	23-Mar-19	2.5	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	24-Mar-19	2.5	1.5
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	25-Mar-19	2.4	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	26-Mar-19	2.1	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	27-Mar-19	2	1.45
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	28-Mar-19	1.9	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	29-Mar-19	1.9	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	30-Mar-19	1.9	1.4
Surma-Meghna	SW275.5	Meghna_Ferry Ghat	31-Mar-19	1.9	1.4

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## ***15.39. Annexure 39 – River Morphology data***

RIVER_NAME	STATION_ID	Date	SLNO	DISTANCE	RL
Meghna	RMM16	21-Jan-68	1	0.00	6.13
Meghna	RMM16	21-Jan-68	2	0.00	5.77
Meghna	RMM16	21-Jan-68	3	60.98	5.67
Meghna	RMM16	21-Jan-68	4	121.95	5.21
Meghna	RMM16	21-Jan-68	5	182.93	5.01
Meghna	RMM16	21-Jan-68	6	243.90	4.96
Meghna	RMM16	21-Jan-68	7	295.73	4.90
Meghna	RMM16	21-Jan-68	8	295.73	5.22
Meghna	RMM16	21-Jan-68	9	365.85	4.57
Meghna	RMM16	21-Jan-68	10	426.83	4.46
Meghna	RMM16	21-Jan-68	11	487.80	4.50
Meghna	RMM16	21-Jan-68	12	548.78	4.46
Meghna	RMM16	21-Jan-68	13	588.72	4.20
Meghna	RMM16	21-Jan-68	14	670.73	1.89
Meghna	RMM16	21-Jan-68	15	731.71	1.71
Meghna	RMM16	21-Jan-68	16	809.45	4.12
Meghna	RMM16	21-Jan-68	17	945.12	2.28
Meghna	RMM16	21-Jan-68	18	1006.10	1.63
Meghna	RMM16	21-Jan-68	19	1067.07	1.94
Meghna	RMM16	21-Jan-68	20	1121.65	3.34
Meghna	RMM16	21-Jan-68	21	1189.02	4.48
Meghna	RMM16	21-Jan-68	22	1250.00	3.90
Meghna	RMM16	21-Jan-68	23	1310.98	4.51
Meghna	RMM16	21-Jan-68	24	1335.06	4.19
Meghna	RMM16	21-Jan-68	25	1402.44	3.16
Meghna	RMM16	21-Jan-68	26	1463.41	4.49
Meghna	RMM16	21-Jan-68	27	1544.82	4.96
Meghna	RMM16	21-Jan-68	28	1591.77	1.41
Meghna	RMM16	21-Jan-68	29	1611.59	-1.03
Meghna	RMM16	21-Jan-68	30	1627.74	-1.34
Meghna	RMM16	21-Jan-68	31	1643.29	-.73
Meghna	RMM16	21-Jan-68	32	1656.71	.49
Meghna	RMM16	21-Jan-68	33	1680.79	.95
Meghna	RMM16	21-Jan-68	34	1718.90	1.41
Meghna	RMM16	21-Jan-68	35	1751.52	2.38
Meghna	RMM16	21-Jan-68	36	1769.21	1.41
Meghna	RMM16	21-Jan-68	37	1783.84	-.12
Meghna	RMM16	21-Jan-68	38	1809.76	-.42
Meghna	RMM16	21-Jan-68	39	1819.82	-1.03
Meghna	RMM16	21-Jan-68	40	1862.80	-2.56
Meghna	RMM16	21-Jan-68	41	1893.90	-4.08
Meghna	RMM16	21-Jan-68	42	1923.78	-4.08
Meghna	RMM16	21-Jan-68	43	1964.02	-5.00
Meghna	RMM16	21-Jan-68	44	2009.15	-5.30
Meghna	RMM16	21-Jan-68	45	2057.32	-6.52
Meghna	RMM16	21-Jan-68	46	2110.98	-5.91
Meghna	RMM16	21-Jan-68	47	2139.33	-7.74
Meghna	RMM16	21-Jan-68	48	2161.89	-8.66
Meghna	RMM16	21-Jan-68	49	2180.49	-9.27

Meghna	RMM16	21-Jan-68	50	2222.26	-8.35
Meghna	RMM16	21-Jan-68	51	2275.61	-7.74
Meghna	RMM16	21-Jan-68	52	2332.32	-.73
Meghna	RMM16	21-Jan-68	53	2354.27	1.41
Meghna	RMM16	21-Jan-68	54	2425.30	4.74
Meghna	RMM16	21-Jan-68	55	2469.51	4.97
Meghna	RMM16	21-Jan-68	56	2530.49	2.48
Meghna	RMM16	21-Jan-68	57	2539.33	5.48
Meghna	RMM16	21-Jan-68	58	2591.46	5.72
Meghna	RMM16	21-Jan-68	59	2652.44	5.77
Meghna	RMM16	21-Jan-68	60	2713.41	5.78
Meghna	RMM16	21-Jan-68	61	2768.60	6.56
Meghna	RMM16	21-Jan-68	62	2835.37	6.09
Meghna	RMM16	21-Jan-68	63	2896.34	6.50
Meghna	RMM16	21-Jan-68	64	2933.84	6.52
Meghna	RMM16	21-Jan-68	65	2987.80	6.26
Meghna	RMM16	21-Jan-68	66	3048.78	6.57
Meghna	RMM16	21-Jan-68	67	3094.82	6.45
Meghna	RMM16	21-Jan-68	68	3140.24	5.37
Meghna	RMM16	21-Jan-68	69	3201.22	4.82
Meghna	RMM16	21-Jan-68	70	3228.96	5.25
Meghna	RMM16	21-Jan-68	71	3292.68	3.66
Meghna	RMM16	21-Jan-68	72	3353.66	2.39
Meghna	RMM16	21-Jan-68	73	3416.46	3.49
Meghna	RMM16	21-Jan-68	74	3460.67	3.81
Meghna	RMM16	21-Jan-68	75	3536.59	5.05
Meghna	RMM16	21-Jan-68	76	3597.56	6.53
Meghna	RMM16	21-Jan-68	77	3641.16	5.57
Meghna	RMM16	21-Jan-68	78	3689.02	5.90
Meghna	RMM16	21-Jan-68	79	3750.00	6.16
Meghna	RMM16	21-Jan-68	80	3810.98	6.31
Meghna	RMM16	21-Jan-68	81	3830.18	6.44
Meghna	RMM16	21-Jan-68	82	3871.95	6.20
Meghna	RMM16	21-Jan-68	83	3932.93	5.16
Meghna	RMM16	21-Jan-68	84	3993.90	5.10
Meghna	RMM16	21-Jan-68	85	4026.22	5.32
Meghna	RMM16	21-Jan-68	86	4026.22	5.55
Meghna	RMM16	21-Jan-68	87	4085.37	3.89
Meghna	RMM16	21-Jan-68	88	4146.34	3.80
Meghna	RMM16	21-Jan-68	89	4181.71	3.17
Meghna	RMM16	21-Jan-68	90	4237.80	1.67
Meghna	RMM16	21-Jan-68	91	4298.78	1.49
Meghna	RMM16	21-Jan-68	92	4364.63	1.72
Meghna	RMM16	21-Jan-68	93	4420.73	1.62
Meghna	RMM16	21-Jan-68	94	4481.71	1.84
Meghna	RMM16	21-Jan-68	95	4556.71	2.45
Meghna	RMM16	21-Jan-68	96	4603.66	2.65
Meghna	RMM16	21-Jan-68	97	4664.63	2.82
Meghna	RMM16	21-Jan-68	98	4725.61	3.05
Meghna	RMM16	21-Jan-68	99	4786.59	2.98

Meghna	RMM16	21-Jan-68	100	4844.21	2.16
Meghna	RMM16	21-Jan-68	101	4844.21	2.40
Meghna	RMM16	16-Nov-68	1	0.00	6.13
Meghna	RMM16	16-Nov-68	2	0.00	5.83
Meghna	RMM16	16-Nov-68	3	60.98	5.45
Meghna	RMM16	16-Nov-68	4	121.95	5.39
Meghna	RMM16	16-Nov-68	5	182.93	4.96
Meghna	RMM16	16-Nov-68	6	243.90	4.91
Meghna	RMM16	16-Nov-68	7	277.44	4.93
Meghna	RMM16	16-Nov-68	8	277.44	5.23
Meghna	RMM16	16-Nov-68	9	338.41	4.43
Meghna	RMM16	16-Nov-68	10	399.39	4.48
Meghna	RMM16	16-Nov-68	11	446.95	4.44
Meghna	RMM16	16-Nov-68	12	507.93	4.22
Meghna	RMM16	16-Nov-68	13	568.90	4.30
Meghna	RMM16	16-Nov-68	14	599.39	4.23
Meghna	RMM16	16-Nov-68	15	605.49	2.53
Meghna	RMM16	16-Nov-68	16	610.37	2.23
Meghna	RMM16	16-Nov-68	17	623.78	1.62
Meghna	RMM16	16-Nov-68	18	641.16	1.31
Meghna	RMM16	16-Nov-68	19	659.76	1.39
Meghna	RMM16	16-Nov-68	20	671.34	1.46
Meghna	RMM16	16-Nov-68	21	696.04	2.07
Meghna	RMM16	16-Nov-68	22	708.84	2.23
Meghna	RMM16	16-Nov-68	23	727.44	2.53
Meghna	RMM16	16-Nov-68	24	730.49	3.34
Meghna	RMM16	16-Nov-68	25	791.46	3.44
Meghna	RMM16	16-Nov-68	26	820.43	3.60
Meghna	RMM16	16-Nov-68	27	866.16	3.45
Meghna	RMM16	16-Nov-68	28	927.13	2.89
Meghna	RMM16	16-Nov-68	29	988.11	2.81
Meghna	RMM16	16-Nov-68	30	1079.57	3.48
Meghna	RMM16	16-Nov-68	31	1161.89	3.86
Meghna	RMM16	16-Nov-68	32	1222.87	4.46
Meghna	RMM16	16-Nov-68	33	1283.84	4.70
Meghna	RMM16	16-Nov-68	34	1314.33	4.36
Meghna	RMM16	16-Nov-68	35	1326.52	4.00
Meghna	RMM16	16-Nov-68	36	1357.01	3.57
Meghna	RMM16	16-Nov-68	37	1402.44	4.02
Meghna	RMM16	16-Nov-68	38	1442.38	5.40
Meghna	RMM16	16-Nov-68	39	1478.96	5.70
Meghna	RMM16	16-Nov-68	40	1507.93	5.49
Meghna	RMM16	16-Nov-68	41	1512.50	2.58
Meghna	RMM16	16-Nov-68	42	1514.94	1.02
Meghna	RMM16	16-Nov-68	43	1524.39	2.21
Meghna	RMM16	16-Nov-68	44	1537.20	.66
Meghna	RMM16	16-Nov-68	45	1562.20	-.47
Meghna	RMM16	16-Nov-68	46	1578.96	-1.57
Meghna	RMM16	16-Nov-68	47	1590.24	-2.02
Meghna	RMM16	16-Nov-68	48	1611.59	-3.06

Meghna	RMM16	16-Nov-68	49	1624.39	-3.98
Meghna	RMM16	16-Nov-68	50	1639.33	-6.72
Meghna	RMM16	16-Nov-68	51	1652.74	-5.96
Meghna	RMM16	16-Nov-68	52	1674.00	-6.87
Meghna	RMM16	16-Nov-68	53	1691.16	-6.84
Meghna	RMM16	16-Nov-68	54	1725.00	-7.33
Meghna	RMM16	16-Nov-68	55	1756.71	-7.63
Meghna	RMM16	16-Nov-68	56	1793.29	-7.76
Meghna	RMM16	16-Nov-68	57	1846.95	-6.11
Meghna	RMM16	16-Nov-68	58	1899.70	-5.16
Meghna	RMM16	16-Nov-68	59	1967.07	-1.17
Meghna	RMM16	16-Nov-68	60	2079.27	1.63
Meghna	RMM16	16-Nov-68	61	2315.85	2.58
Meghna	RMM16	16-Nov-68	62	2343.60	5.16
Meghna	RMM16	16-Nov-68	63	2372.56	5.22
Meghna	RMM16	16-Nov-68	64	2433.54	3.76
Meghna	RMM16	16-Nov-68	65	2494.51	5.79
Meghna	RMM16	16-Nov-68	66	2555.49	6.01
Meghna	RMM16	16-Nov-68	67	2650.00	5.98
Meghna	RMM16	16-Nov-68	68	2713.41	6.30
Meghna	RMM16	16-Nov-68	69	2778.66	6.34
Meghna	RMM16	16-Nov-68	70	2839.63	6.60
Meghna	RMM16	16-Nov-68	71	2900.61	6.64
Meghna	RMM16	16-Nov-68	72	2961.59	6.62
Meghna	RMM16	16-Nov-68	73	3022.56	6.63
Meghna	RMM16	16-Nov-68	74	3058.54	5.06
Meghna	RMM16	16-Nov-68	75	3109.76	4.96
Meghna	RMM16	16-Nov-68	76	3150.30	4.37
Meghna	RMM16	16-Nov-68	77	3211.28	2.99
Meghna	RMM16	16-Nov-68	78	3272.26	2.39
Meghna	RMM16	16-Nov-68	79	3333.23	3.12
Meghna	RMM16	16-Nov-68	80	3380.18	4.77
Meghna	RMM16	16-Nov-68	81	3425.91	6.30
Meghna	RMM16	16-Nov-68	82	3506.10	6.30
Meghna	RMM16	16-Nov-68	83	3618.60	6.26
Meghna	RMM16	16-Nov-68	84	3707.01	6.05
Meghna	RMM16	16-Nov-68	85	3767.99	5.59
Meghna	RMM16	16-Nov-68	86	3828.96	5.61
Meghna	RMM16	16-Nov-68	87	3938.72	4.32
Meghna	RMM16	16-Nov-68	88	3938.72	5.41
Meghna	RMM16	16-Nov-68	89	3999.70	4.19
Meghna	RMM16	16-Nov-68	90	4087.80	4.16
Meghna	RMM16	16-Nov-68	91	4148.78	3.03
Meghna	RMM16	16-Nov-68	92	4240.24	2.91
Meghna	RMM16	16-Nov-68	93	4301.22	3.20
Meghna	RMM16	16-Nov-68	94	4362.20	2.98
Meghna	RMM16	16-Nov-68	95	4452.44	2.14
Meghna	RMM16	16-Nov-68	96	4543.90	2.20
Meghna	RMM16	16-Nov-68	97	4680.49	2.89
Meghna	RMM16	16-Nov-68	98	4710.98	2.82

Meghna	RMM16	16-Nov-68	99	4749.39	2.33
Meghna	RMM16	26-Apr-73	1	0.00	6.13
Meghna	RMM16	26-Apr-73	2	0.00	5.77
Meghna	RMM16	26-Apr-73	3	60.98	5.66
Meghna	RMM16	26-Apr-73	4	121.95	5.54
Meghna	RMM16	26-Apr-73	5	182.93	5.13
Meghna	RMM16	26-Apr-73	6	243.90	5.07
Meghna	RMM16	26-Apr-73	7	278.66	5.26
Meghna	RMM16	26-Apr-73	8	278.66	4.94
Meghna	RMM16	26-Apr-73	9	339.63	5.02
Meghna	RMM16	26-Apr-73	10	400.61	4.98
Meghna	RMM16	26-Apr-73	11	461.59	5.27
Meghna	RMM16	26-Apr-73	12	522.56	4.88
Meghna	RMM16	26-Apr-73	13	583.54	4.67
Meghna	RMM16	26-Apr-73	14	612.80	4.85
Meghna	RMM16	26-Apr-73	15	614.33	4.88
Meghna	RMM16	26-Apr-73	16	616.46	4.02
Meghna	RMM16	26-Apr-73	17	621.95	2.23
Meghna	RMM16	26-Apr-73	18	633.23	1.01
Meghna	RMM16	26-Apr-73	19	644.51	1.62
Meghna	RMM16	26-Apr-73	20	673.48	1.32
Meghna	RMM16	26-Apr-73	21	711.28	1.47
Meghna	RMM16	26-Apr-73	22	728.35	1.62
Meghna	RMM16	26-Apr-73	23	746.34	2.23
Meghna	RMM16	26-Apr-73	24	748.48	2.95
Meghna	RMM16	26-Apr-73	25	750.61	3.53
Meghna	RMM16	26-Apr-73	26	832.93	3.60
Meghna	RMM16	26-Apr-73	27	835.37	2.38
Meghna	RMM16	26-Apr-73	28	893.90	2.46
Meghna	RMM16	26-Apr-73	29	929.88	2.24
Meghna	RMM16	26-Apr-73	30	931.40	3.05
Meghna	RMM16	26-Apr-73	31	954.88	2.53
Meghna	RMM16	26-Apr-73	32	1015.85	2.09
Meghna	RMM16	26-Apr-73	33	1076.83	2.61
Meghna	RMM16	26-Apr-73	34	1098.48	3.17
Meghna	RMM16	26-Apr-73	35	1137.80	3.71
Meghna	RMM16	26-Apr-73	36	1198.78	4.10
Meghna	RMM16	26-Apr-73	37	1259.76	4.64
Meghna	RMM16	26-Apr-73	38	1317.68	4.46
Meghna	RMM16	26-Apr-73	39	1381.71	3.44
Meghna	RMM16	26-Apr-73	40	1449.70	5.42
Meghna	RMM16	26-Apr-73	41	1493.90	5.68
Meghna	RMM16	26-Apr-73	42	1514.33	5.00
Meghna	RMM16	26-Apr-73	43	1524.39	3.94
Meghna	RMM16	26-Apr-73	44	1535.06	3.07
Meghna	RMM16	26-Apr-73	45	1548.48	2.38
Meghna	RMM16	26-Apr-73	46	1558.84	.87
Meghna	RMM16	26-Apr-73	47	1597.87	-.36
Meghna	RMM16	26-Apr-73	48	1622.26	.87
Meghna	RMM16	26-Apr-73	49	1644.21	2.38

Meghna	RMM16	26-Apr-73	50	1695.43	2.38
Meghna	RMM16	26-Apr-73	51	1753.66	.86
Meghna	RMM16	26-Apr-73	52	1801.83	-.67
Meghna	RMM16	26-Apr-73	53	1840.85	-2.19
Meghna	RMM16	26-Apr-73	54	1882.32	-4.02
Meghna	RMM16	26-Apr-73	55	1916.16	-5.24
Meghna	RMM16	26-Apr-73	56	1948.48	-6.16
Meghna	RMM16	26-Apr-73	57	1976.83	-7.38
Meghna	RMM16	26-Apr-73	58	2003.66	-6.16
Meghna	RMM16	26-Apr-73	59	2017.99	-6.16
Meghna	RMM16	26-Apr-73	60	2053.66	-6.77
Meghna	RMM16	26-Apr-73	61	2103.96	-7.38
Meghna	RMM16	26-Apr-73	62	2136.59	-7.38
Meghna	RMM16	26-Apr-73	63	2165.55	-7.98
Meghna	RMM16	26-Apr-73	64	2237.80	-7.38
Meghna	RMM16	26-Apr-73	65	2270.73	-6.77
Meghna	RMM16	26-Apr-73	66	2289.94	-5.24
Meghna	RMM16	26-Apr-73	67	2304.27	-.36
Meghna	RMM16	26-Apr-73	68	2323.78	2.38
Meghna	RMM16	26-Apr-73	69	2332.32	3.44
Meghna	RMM16	26-Apr-73	70	2348.48	4.63
Meghna	RMM16	26-Apr-73	71	2403.66	4.89
Meghna	RMM16	26-Apr-73	72	2434.15	2.88
Meghna	RMM16	26-Apr-73	73	2464.63	2.24
Meghna	RMM16	26-Apr-73	74	2489.63	5.12
Meghna	RMM16	26-Apr-73	75	2535.37	6.02
Meghna	RMM16	23-Jan-74	1	0.00	6.13
Meghna	RMM16	23-Jan-74	2	0.00	5.78
Meghna	RMM16	23-Jan-74	3	60.98	5.53
Meghna	RMM16	23-Jan-74	4	121.95	5.63
Meghna	RMM16	23-Jan-74	5	182.93	5.13
Meghna	RMM16	23-Jan-74	6	213.41	5.08
Meghna	RMM16	23-Jan-74	7	243.90	5.00
Meghna	RMM16	23-Jan-74	8	281.71	4.91
Meghna	RMM16	23-Jan-74	9	281.71	5.23
Meghna	RMM16	23-Jan-74	10	342.68	4.55
Meghna	RMM16	23-Jan-74	11	403.66	4.52
Meghna	RMM16	23-Jan-74	12	464.63	4.48
Meghna	RMM16	23-Jan-74	13	525.61	4.42
Meghna	RMM16	23-Jan-74	14	608.23	4.20
Meghna	RMM16	23-Jan-74	15	638.72	2.22
Meghna	RMM16	23-Jan-74	16	669.21	1.99
Meghna	RMM16	23-Jan-74	17	699.70	2.24
Meghna	RMM16	23-Jan-74	18	745.43	4.27
Meghna	RMM16	23-Jan-74	19	821.65	4.26
Meghna	RMM16	23-Jan-74	20	823.17	2.15
Meghna	RMM16	23-Jan-74	21	884.15	2.09
Meghna	RMM16	23-Jan-74	22	914.63	2.75
Meghna	RMM16	23-Jan-74	23	945.12	3.53
Meghna	RMM16	23-Jan-74	24	975.61	2.23



Meghna	RMM16	23-Jan-74	25	990.85	2.07
Meghna	RMM16	23-Jan-74	26	1006.10	1.92
Meghna	RMM16	23-Jan-74	27	1021.34	2.05
Meghna	RMM16	23-Jan-74	28	1036.59	3.44
Meghna	RMM16	23-Jan-74	29	1051.83	3.76
Meghna	RMM16	23-Jan-74	30	1067.07	4.39
Meghna	RMM16	23-Jan-74	31	1096.04	4.43
Meghna	RMM16	23-Jan-74	32	1157.01	4.48
Meghna	RMM16	23-Jan-74	33	1217.99	4.30
Meghna	RMM16	23-Jan-74	34	1278.96	3.08
Meghna	RMM16	23-Jan-74	35	1339.94	3.02
Meghna	RMM16	23-Jan-74	36	1400.91	3.46
Meghna	RMM16	23-Jan-74	37	1440.55	4.92
Meghna	RMM16	23-Jan-74	38	1471.04	5.47
Meghna	RMM16	23-Jan-74	39	1486.28	6.40
Meghna	RMM16	23-Jan-74	40	1501.52	5.09
Meghna	RMM16	23-Jan-74	41	1536.28	4.86
Meghna	RMM16	23-Jan-74	42	1554.88	3.16
Meghna	RMM16	23-Jan-74	43	1575.61	1.66
Meghna	RMM16	23-Jan-74	44	1580.18	.14
Meghna	RMM16	23-Jan-74	45	1593.60	-1.08
Meghna	RMM16	23-Jan-74	46	1602.44	-2.00
Meghna	RMM16	23-Jan-74	47	1619.51	-.78
Meghna	RMM16	23-Jan-74	48	1637.20	-.17
Meghna	RMM16	23-Jan-74	49	1652.13	1.66
Meghna	RMM16	23-Jan-74	50	1718.29	1.66
Meghna	RMM16	23-Jan-74	51	1761.28	.14
Meghna	RMM16	23-Jan-74	52	1777.74	.17
Meghna	RMM16	23-Jan-74	53	1796.04	-.76
Meghna	RMM16	23-Jan-74	54	1821.95	-1.39
Meghna	RMM16	23-Jan-74	55	1853.35	-2.00
Meghna	RMM16	23-Jan-74	56	1872.87	-2.34
Meghna	RMM16	23-Jan-74	57	1903.66	-2.91
Meghna	RMM16	23-Jan-74	58	1931.71	-4.13
Meghna	RMM16	23-Jan-74	59	1978.96	-5.05
Meghna	RMM16	23-Jan-74	60	2029.88	-6.57
Meghna	RMM16	23-Jan-74	61	2105.79	-10.53
Meghna	RMM16	23-Jan-74	62	2146.95	-9.01
Meghna	RMM16	23-Jan-74	63	2180.18	-9.01
Meghna	RMM16	23-Jan-74	64	2186.59	-7.48
Meghna	RMM16	23-Jan-74	65	2296.04	-8.40
Meghna	RMM16	23-Jan-74	66	2351.83	-5.96
Meghna	RMM16	23-Jan-74	67	2385.37	1.66
Meghna	RMM16	23-Jan-74	68	2388.41	3.35
Meghna	RMM16	23-Jan-74	69	2392.38	4.87
Meghna	RMM16	23-Jan-74	70	2422.87	4.53
Meghna	RMM16	23-Jan-74	71	2448.17	2.83
Meghna	RMM16	23-Jan-74	72	2463.41	1.92
Meghna	RMM16	23-Jan-74	73	2478.66	.70
Meghna	RMM16	23-Jan-74	74	2509.15	1.61

Meghna	RMM16	23-Jan-74	75	2521.34	2.83
Meghna	RMM16	23-Jan-74	76	2528.96	4.97
Meghna	RMM16	23-Jan-74	77	3232.32	6.41
Meghna	RMM16	23-Jan-74	78	3293.29	4.11
Meghna	RMM16	23-Jan-74	79	3354.27	3.31
Meghna	RMM16	23-Jan-74	80	3369.51	3.52
Meghna	RMM16	23-Jan-74	81	3415.24	2.44
Meghna	RMM16	23-Jan-74	82	3445.73	2.87
Meghna	RMM16	23-Jan-74	83	3476.22	4.74
Meghna	RMM16	23-Jan-74	84	3537.20	5.53
Meghna	RMM16	23-Jan-74	85	3576.83	5.54
Meghna	RMM16	23-Jan-74	86	3637.80	6.29
Meghna	RMM16	23-Jan-74	87	3698.78	5.80
Meghna	RMM16	23-Jan-74	88	3759.76	5.48
Meghna	RMM16	23-Jan-74	89	3810.37	5.31
Meghna	RMM16	23-Jan-74	90	3871.34	7.02
Meghna	RMM16	23-Jan-74	91	3925.30	5.02
Meghna	RMM16	23-Jan-74	92	3958.84	5.45
Meghna	RMM16	23-Jan-74	93	4019.82	3.80
Meghna	RMM16	23-Jan-74	94	4080.79	3.77
Meghna	RMM16	23-Jan-74	95	4141.77	3.20
Meghna	RMM16	23-Jan-74	96	4169.21	2.66
Meghna	RMM16	23-Jan-74	97	4230.18	2.24
Meghna	RMM16	23-Jan-74	98	4291.16	2.22
Meghna	RMM16	23-Jan-74	99	4352.13	2.28
Meghna	RMM16	23-Jan-74	100	4382.62	2.29
Meghna	RMM16	23-Jan-74	101	4449.70	2.74
Meghna	RMM16	23-Jan-74	102	4510.67	3.14
Meghna	RMM16	23-Jan-74	103	4571.65	3.24
Meghna	RMM16	23-Jan-74	104	4632.62	2.91
Meghna	RMM16	23-Jan-74	105	4693.60	2.67
Meghna	RMM16	23-Jan-74	106	4742.38	2.35
Meghna	RMM16	23-Jan-74	107	4742.38	2.15
Meghna	RMM16	23-Jan-74	108	4742.38	2.35
Meghna	RMM16	#####	1	0.00	20.10
Meghna	RMM16	#####	2	0.00	19.21
Meghna	RMM16	#####	3	200.00	18.73
Meghna	RMM16	#####	4	400.00	17.12
Meghna	RMM16	#####	5	600.00	16.77
Meghna	RMM16	#####	6	800.00	16.08
Meghna	RMM16	#####	7	918.00	17.18
Meghna	RMM16	#####	8	918.00	16.12
Meghna	RMM16	#####	9	1118.00	15.26
Meghna	RMM16	#####	10	1318.00	14.94
Meghna	RMM16	#####	11	1518.00	14.45
Meghna	RMM16	#####	12	1765.00	22.69
Meghna	RMM16	#####	13	1970.00	14.12
Meghna	RMM16	#####	14	2010.00	11.02
Meghna	RMM16	#####	15	2030.00	10.02
Meghna	RMM16	#####	16	2055.00	9.02

Meghna	RMM16	#####	17	2102.00	8.52
Meghna	RMM16	#####	18	2124.00	8.02
Meghna	RMM16	#####	19	2168.00	6.52
Meghna	RMM16	#####	20	2194.00	5.02
Meghna	RMM16	#####	21	2231.00	7.02
Meghna	RMM16	#####	22	2248.00	7.52
Meghna	RMM16	#####	23	2302.00	9.02
Meghna	RMM16	#####	24	2382.00	10.02
Meghna	RMM16	#####	25	2510.00	11.02
Meghna	RMM16	#####	26	2554.00	11.44
Meghna	RMM16	#####	27	2754.00	12.80
Meghna	RMM16	#####	28	2759.00	11.01
Meghna	RMM16	#####	29	2984.00	10.01
Meghna	RMM16	#####	30	3115.00	9.01
Meghna	RMM16	#####	31	3210.00	8.01
Meghna	RMM16	#####	32	3296.00	6.51
Meghna	RMM16	#####	33	3363.00	7.01
Meghna	RMM16	#####	34	3422.00	6.51
Meghna	RMM16	#####	35	3486.00	7.01
Meghna	RMM16	#####	36	3538.00	7.50
Meghna	RMM16	#####	37	3570.00	8.10
Meghna	RMM16	#####	38	3608.00	8.51
Meghna	RMM16	#####	39	3666.00	9.01
Meghna	RMM16	#####	40	3682.00	10.01
Meghna	RMM16	#####	41	3719.00	11.01
Meghna	RMM16	#####	42	3733.00	12.36
Meghna	RMM16	#####	43	3933.00	14.62
Meghna	RMM16	#####	44	4133.00	15.40
Meghna	RMM16	#####	45	4333.00	14.14
Meghna	RMM16	#####	46	4533.00	10.91
Meghna	RMM16	#####	47	4733.00	16.86
Meghna	RMM16	#####	48	4902.00	18.21
Meghna	RMM16	#####	49	5105.00	15.96
Meghna	RMM16	#####	50	5149.00	11.20
Meghna	RMM16	#####	51	5241.00	9.20
Meghna	RMM16	#####	52	5335.00	7.20
Meghna	RMM16	#####	53	5378.00	5.20
Meghna	RMM16	#####	54	5459.00	7.20
Meghna	RMM16	#####	55	5509.00	11.20
Meghna	RMM16	#####	56	5560.00	13.13
Meghna	RMM16	#####	57	5653.00	11.20
Meghna	RMM16	#####	58	5828.00	5.20
Meghna	RMM16	#####	59	5908.00	4.20
Meghna	RMM16	#####	60	6000.00	.20
Meghna	RMM16	#####	61	6095.00	-2.80
Meghna	RMM16	#####	62	6230.00	-10.80
Meghna	RMM16	#####	63	6361.00	-14.80
Meghna	RMM16	#####	64	6544.00	-18.80
Meghna	RMM16	#####	65	6833.00	-22.80
Meghna	RMM16	#####	66	6913.00	-28.30

Meghna	RMM16	#####	67	7090.00	-35.80
Meghna	RMM16	#####	68	7240.00	-37.80
Meghna	RMM16	#####	69	7401.00	-23.80
Meghna	RMM16	#####	70	7513.00	-23.80
Meghna	RMM16	#####	71	7598.00	-20.80
Meghna	RMM16	#####	72	7688.00	-20.80
Meghna	RMM16	#####	73	7710.00	-15.80
Meghna	RMM16	#####	74	7735.00	-12.80
Meghna	RMM16	#####	75	7828.00	11.20
Meghna	RMM16	#####	76	7858.00	16.15
Meghna	RMM16	#####	77	8048.00	15.55
Meghna	RMM16	#####	78	8053.00	12.65
Meghna	RMM16	#####	79	8103.00	7.65
Meghna	RMM16	#####	80	8153.00	4.65
Meghna	RMM16	#####	81	8203.00	6.65
Meghna	RMM16	#####	82	8253.00	7.65
Meghna	RMM16	#####	83	8303.00	8.65
Meghna	RMM16	#####	84	8323.00	12.65
Meghna	RMM16	#####	85	8350.00	16.45
Meghna	RMM16	#####	86	8470.00	18.34
Meghna	RMM16	#####	87	8470.00	19.49
Meghna	RMM16	12-Mar-78	1	0.00	6.13
Meghna	RMM16	12-Mar-78	2	0.00	6.00
Meghna	RMM16	12-Mar-78	3	60.98	5.72
Meghna	RMM16	12-Mar-78	4	121.95	5.10
Meghna	RMM16	12-Mar-78	5	182.93	4.95
Meghna	RMM16	12-Mar-78	6	243.90	5.00
Meghna	RMM16	12-Mar-78	7	279.88	5.04
Meghna	RMM16	12-Mar-78	8	279.88	5.23
Meghna	RMM16	12-Mar-78	9	340.85	4.66
Meghna	RMM16	12-Mar-78	10	401.83	4.47
Meghna	RMM16	12-Mar-78	11	462.80	4.39
Meghna	RMM16	12-Mar-78	12	533.23	4.61
Meghna	RMM16	12-Mar-78	13	537.80	8.16
Meghna	RMM16	12-Mar-78	14	542.38	5.00
Meghna	RMM16	12-Mar-78	15	598.78	4.33
Meghna	RMM16	12-Mar-78	16	610.37	4.12
Meghna	RMM16	12-Mar-78	17	655.49	1.63
Meghna	RMM16	12-Mar-78	18	701.22	1.97
Meghna	RMM16	12-Mar-78	19	739.94	3.35
Meghna	RMM16	12-Mar-78	20	800.91	4.12
Meghna	RMM16	12-Mar-78	21	861.89	3.11
Meghna	RMM16	12-Mar-78	22	922.87	2.15
Meghna	RMM16	12-Mar-78	23	983.84	1.88
Meghna	RMM16	12-Mar-78	24	1044.82	2.99
Meghna	RMM16	12-Mar-78	25	1091.77	2.00
Meghna	RMM16	12-Mar-78	26	1122.26	2.01
Meghna	RMM16	12-Mar-78	27	1183.23	2.13
Meghna	RMM16	12-Mar-78	28	1244.21	2.79
Meghna	RMM16	12-Mar-78	29	1305.18	3.57

Meghna	RMM16	12-Mar-78	30	1335.67	4.49
Meghna	RMM16	12-Mar-78	31	1366.16	4.34
Meghna	RMM16	12-Mar-78	32	1457.62	5.27
Meghna	RMM16	12-Mar-78	33	1527.44	4.96
Meghna	RMM16	12-Mar-78	34	1557.93	2.97
Meghna	RMM16	12-Mar-78	35	1574.09	1.33
Meghna	RMM16	12-Mar-78	36	1587.20	.72
Meghna	RMM16	12-Mar-78	37	1603.96	-.20
Meghna	RMM16	12-Mar-78	38	1611.89	.41
Meghna	RMM16	12-Mar-78	39	1620.12	.72
Meghna	RMM16	12-Mar-78	40	1627.44	1.33
Meghna	RMM16	12-Mar-78	41	1652.44	3.86
Meghna	RMM16	12-Mar-78	42	1682.93	4.11
Meghna	RMM16	12-Mar-78	43	1712.80	2.45
Meghna	RMM16	12-Mar-78	44	1743.29	2.00
Meghna	RMM16	12-Mar-78	45	1753.66	1.32
Meghna	RMM16	12-Mar-78	46	1795.73	-.19
Meghna	RMM16	12-Mar-78	47	1819.21	-.81
Meghna	RMM16	12-Mar-78	48	1837.50	-1.73
Meghna	RMM16	12-Mar-78	49	1876.22	-2.48
Meghna	RMM16	12-Mar-78	50	1924.09	-4.47
Meghna	RMM16	12-Mar-78	51	1959.45	-6.00
Meghna	RMM16	12-Mar-78	52	2025.00	-6.61
Meghna	RMM16	12-Mar-78	53	2045.43	-7.52
Meghna	RMM16	12-Mar-78	54	2095.12	-7.83
Meghna	RMM16	12-Mar-78	55	2135.98	-10.57
Meghna	RMM16	12-Mar-78	56	2160.37	-9.66
Meghna	RMM16	12-Mar-78	57	2186.89	-9.66
Meghna	RMM16	12-Mar-78	58	2209.76	-10.57
Meghna	RMM16	12-Mar-78	59	2239.94	-6.91
Meghna	RMM16	12-Mar-78	60	2256.40	-7.22
Meghna	RMM16	12-Mar-78	61	2299.09	-6.61
Meghna	RMM16	12-Mar-78	62	2310.06	-5.69
Meghna	RMM16	12-Mar-78	63	2317.99	-5.08
Meghna	RMM16	12-Mar-78	64	2320.12	-4.47
Meghna	RMM16	12-Mar-78	65	2324.09	-4.78
Meghna	RMM16	12-Mar-78	66	2354.27	1.32
Meghna	RMM16	12-Mar-78	67	2371.04	4.85
Meghna	RMM16	12-Mar-78	68	2401.52	4.70
Meghna	RMM16	12-Mar-78	69	2432.01	2.35
Meghna	RMM16	12-Mar-78	70	2439.02	1.44
Meghna	RMM16	12-Mar-78	71	2454.27	.83
Meghna	RMM16	12-Mar-78	72	2469.51	.52
Meghna	RMM16	12-Mar-78	73	2484.76	1.13
Meghna	RMM16	12-Mar-78	74	2500.00	1.74
Meghna	RMM16	12-Mar-78	75	2512.80	2.37
Meghna	RMM16	12-Mar-78	76	2530.49	4.96
Meghna	RMM16	12-Mar-78	77	2587.80	5.55
Meghna	RMM16	12-Mar-78	78	2587.80	5.92
Meghna	RMM16	21-Mar-79	1	0.00	6.13

Meghna	RMM16	21-Mar-79	2	0.00	5.78
Meghna	RMM16	21-Mar-79	3	60.98	5.62
Meghna	RMM16	21-Mar-79	4	121.95	5.30
Meghna	RMM16	21-Mar-79	5	182.93	4.98
Meghna	RMM16	21-Mar-79	6	243.90	4.97
Meghna	RMM16	21-Mar-79	7	279.88	4.98
Meghna	RMM16	21-Mar-79	8	279.88	5.23
Meghna	RMM16	21-Mar-79	9	340.85	4.63
Meghna	RMM16	21-Mar-79	10	401.83	4.61
Meghna	RMM16	21-Mar-79	11	462.80	4.53
Meghna	RMM16	21-Mar-79	12	523.78	4.59
Meghna	RMM16	21-Mar-79	13	529.27	5.51
Meghna	RMM16	21-Mar-79	14	537.80	7.97
Meghna	RMM16	21-Mar-79	15	541.46	5.41
Meghna	RMM16	21-Mar-79	16	598.78	5.28
Meghna	RMM16	21-Mar-79	17	659.76	1.69
Meghna	RMM16	21-Mar-79	18	720.73	1.64
Meghna	RMM16	21-Mar-79	19	781.71	3.34
Meghna	RMM16	21-Mar-79	20	842.68	3.63
Meghna	RMM16	21-Mar-79	21	903.66	3.30
Meghna	RMM16	21-Mar-79	22	964.63	2.41
Meghna	RMM16	21-Mar-79	23	995.12	2.79
Meghna	RMM16	21-Mar-79	24	1056.10	2.07
Meghna	RMM16	21-Mar-79	25	1117.07	1.95
Meghna	RMM16	21-Mar-79	26	1178.05	2.41
Meghna	RMM16	21-Mar-79	27	1239.02	3.05
Meghna	RMM16	21-Mar-79	28	1300.00	3.95
Meghna	RMM16	21-Mar-79	29	1360.98	4.60
Meghna	RMM16	21-Mar-79	30	1391.46	3.15
Meghna	RMM16	21-Mar-79	31	1421.95	3.92
Meghna	RMM16	21-Mar-79	32	1441.46	2.18
Meghna	RMM16	21-Mar-79	33	1525.30	2.54
Meghna	RMM16	21-Mar-79	34	1549.70	2.59
Meghna	RMM16	21-Mar-79	35	1572.56	1.50
Meghna	RMM16	21-Mar-79	36	1580.79	-.02
Meghna	RMM16	21-Mar-79	37	1591.77	-.33
Meghna	RMM16	21-Mar-79	38	1602.74	-.94
Meghna	RMM16	21-Mar-79	39	1610.06	-.63
Meghna	RMM16	21-Mar-79	40	1619.51	.28
Meghna	RMM16	21-Mar-79	41	1627.74	1.50
Meghna	RMM16	21-Mar-79	42	1637.20	2.76
Meghna	RMM16	21-Mar-79	43	1650.00	4.21
Meghna	RMM16	21-Mar-79	44	1713.72	2.48
Meghna	RMM16	21-Mar-79	45	1745.73	1.49
Meghna	RMM16	21-Mar-79	46	1780.49	.27
Meghna	RMM16	21-Mar-79	47	1836.59	-.95
Meghna	RMM16	21-Mar-79	48	1863.72	-2.01
Meghna	RMM16	21-Mar-79	49	1902.13	-3.84
Meghna	RMM16	21-Mar-79	50	1938.11	-4.91
Meghna	RMM16	21-Mar-79	51	1975.91	-6.59

Meghna	RMM16	21-Mar-79	52	2008.23	-7.35
Meghna	RMM16	21-Mar-79	53	2033.23	-7.65
Meghna	RMM16	21-Mar-79	54	2082.93	-7.96
Meghna	RMM16	21-Mar-79	55	2130.18	-10.09
Meghna	RMM16	21-Mar-79	56	2149.70	-11.92
Meghna	RMM16	21-Mar-79	57	2203.66	-9.48
Meghna	RMM16	21-Mar-79	58	2232.62	-7.96
Meghna	RMM16	21-Mar-79	59	2263.72	-6.74
Meghna	RMM16	21-Mar-79	60	2298.48	-6.13
Meghna	RMM16	21-Mar-79	61	2328.96	-5.52
Meghna	RMM16	21-Mar-79	62	2349.70	1.49
Meghna	RMM16	21-Mar-79	63	2369.51	4.99
Meghna	RMM16	21-Mar-79	64	2400.00	2.41
Meghna	RMM16	21-Mar-79	65	2408.54	2.37
Meghna	RMM16	21-Mar-79	66	2430.49	1.66
Meghna	RMM16	21-Mar-79	67	2435.98	1.36
Meghna	RMM16	21-Mar-79	68	2446.65	1.36
Meghna	RMM16	21-Mar-79	69	2458.84	1.66
Meghna	RMM16	21-Mar-79	70	2493.90	2.76
Meghna	RMM16	21-Mar-79	71	2500.00	4.02
Meghna	RMM16	21-Mar-79	72	2519.82	5.21
Meghna	RMM16	21-Mar-79	73	2550.30	5.54
Meghna	RMM16	21-Mar-79	74	2550.30	5.91
Meghna	RMM16	15-Mar-80	1	0.00	6.13
Meghna	RMM16	15-Mar-80	2	0.00	5.78
Meghna	RMM16	15-Mar-80	3	60.98	5.54
Meghna	RMM16	15-Mar-80	4	121.95	5.14
Meghna	RMM16	15-Mar-80	5	182.93	4.97
Meghna	RMM16	15-Mar-80	6	243.90	4.91
Meghna	RMM16	15-Mar-80	7	280.79	4.89
Meghna	RMM16	15-Mar-80	8	280.79	5.21
Meghna	RMM16	15-Mar-80	9	341.77	4.63
Meghna	RMM16	15-Mar-80	10	402.74	4.51
Meghna	RMM16	15-Mar-80	11	463.72	4.43
Meghna	RMM16	15-Mar-80	12	524.70	5.04
Meghna	RMM16	15-Mar-80	13	539.94	7.84
Meghna	RMM16	15-Mar-80	14	542.99	7.80
Meghna	RMM16	15-Mar-80	15	548.78	4.87
Meghna	RMM16	15-Mar-80	16	579.27	4.57
Meghna	RMM16	15-Mar-80	17	611.28	4.23
Meghna	RMM16	15-Mar-80	18	621.95	2.25
Meghna	RMM16	15-Mar-80	19	655.49	1.37
Meghna	RMM16	15-Mar-80	20	731.71	1.41
Meghna	RMM16	15-Mar-80	21	739.94	3.39
Meghna	RMM16	15-Mar-80	22	800.91	3.50
Meghna	RMM16	15-Mar-80	23	831.40	3.53
Meghna	RMM16	15-Mar-80	24	861.89	1.91
Meghna	RMM16	15-Mar-80	25	907.93	1.93
Meghna	RMM16	15-Mar-80	26	935.67	2.98
Meghna	RMM16	15-Mar-80	27	966.16	1.95

Meghna	RMM16	15-Mar-80	28	1006.10	1.96
Meghna	RMM16	15-Mar-80	29	1067.07	1.98
Meghna	RMM16	15-Mar-80	30	1106.10	3.48
Meghna	RMM16	15-Mar-80	31	1136.59	4.15
Meghna	RMM16	15-Mar-80	32	1167.07	4.50
Meghna	RMM16	15-Mar-80	33	1228.05	4.26
Meghna	RMM16	15-Mar-80	34	1289.02	3.13
Meghna	RMM16	15-Mar-80	35	1380.49	3.09
Meghna	RMM16	15-Mar-80	36	1446.65	5.28
Meghna	RMM16	15-Mar-80	37	1463.41	5.75
Meghna	RMM16	15-Mar-80	38	1528.96	4.93
Meghna	RMM16	15-Mar-80	39	1554.88	3.23
Meghna	RMM16	15-Mar-80	40	1578.05	1.51
Meghna	RMM16	15-Mar-80	41	1585.98	.90
Meghna	RMM16	15-Mar-80	42	1594.82	.60
Meghna	RMM16	15-Mar-80	43	1604.27	-.77
Meghna	RMM16	15-Mar-80	44	1613.41	.29
Meghna	RMM16	15-Mar-80	45	1620.73	.90
Meghna	RMM16	15-Mar-80	46	1628.96	1.21
Meghna	RMM16	15-Mar-80	47	1633.84	1.51
Meghna	RMM16	15-Mar-80	48	1662.50	4.14
Meghna	RMM16	15-Mar-80	49	1692.07	3.23
Meghna	RMM16	15-Mar-80	50	1718.60	1.53
Meghna	RMM16	15-Mar-80	51	1739.33	.77
Meghna	RMM16	15-Mar-80	52	1760.67	.31
Meghna	RMM16	15-Mar-80	53	1783.54	-.30
Meghna	RMM16	15-Mar-80	54	1807.62	-1.22
Meghna	RMM16	15-Mar-80	55	1833.54	-1.83
Meghna	RMM16	15-Mar-80	56	1847.26	-3.35
Meghna	RMM16	15-Mar-80	57	1877.44	-4.57
Meghna	RMM16	15-Mar-80	58	1910.37	-6.40
Meghna	RMM16	15-Mar-80	59	1959.45	-7.31
Meghna	RMM16	15-Mar-80	60	1998.78	-8.53
Meghna	RMM16	15-Mar-80	61	2051.52	-9.14
Meghna	RMM16	15-Mar-80	62	2107.62	-7.62
Meghna	RMM16	15-Mar-80	63	2164.02	-7.01
Meghna	RMM16	15-Mar-80	64	2227.74	-6.09
Meghna	RMM16	15-Mar-80	65	2296.04	-2.13
Meghna	RMM16	15-Mar-80	66	2366.77	1.53
Meghna	RMM16	15-Mar-80	67	2383.84	4.75
Meghna	RMM16	15-Mar-80	68	2439.63	4.49
Meghna	RMM16	15-Mar-80	69	2454.27	2.32
Meghna	RMM16	15-Mar-80	70	2469.51	1.27
Meghna	RMM16	15-Mar-80	71	2484.76	1.24
Meghna	RMM16	15-Mar-80	72	2526.52	5.14
Meghna	RMM16	15-Mar-80	73	2559.15	5.55
Meghna	RMM16	15-Mar-80	74	2559.15	5.88
Meghna	RMM16	28-Apr-81	1	0.00	6.13
Meghna	RMM16	28-Apr-81	2	0.00	5.92



Meghna	RMM16	28-Apr-81	3	60.98	5.58
Meghna	RMM16	28-Apr-81	4	121.95	5.49
Meghna	RMM16	28-Apr-81	5	182.93	5.31
Meghna	RMM16	28-Apr-81	6	243.90	5.01
Meghna	RMM16	28-Apr-81	7	279.88	4.98
Meghna	RMM16	28-Apr-81	8	279.88	5.23
Meghna	RMM16	28-Apr-81	9	340.85	4.55
Meghna	RMM16	28-Apr-81	10	401.83	4.54
Meghna	RMM16	28-Apr-81	11	462.80	4.43
Meghna	RMM16	28-Apr-81	12	533.54	5.20
Meghna	RMM16	28-Apr-81	13	539.63	7.80
Meghna	RMM16	28-Apr-81	14	545.73	7.78
Meghna	RMM16	28-Apr-81	15	554.88	4.92
Meghna	RMM16	28-Apr-81	16	609.76	4.15
Meghna	RMM16	28-Apr-81	17	615.85	2.32
Meghna	RMM16	28-Apr-81	18	629.27	1.10
Meghna	RMM16	28-Apr-81	19	648.48	.79
Meghna	RMM16	28-Apr-81	20	673.78	1.10
Meghna	RMM16	28-Apr-81	21	692.07	1.40
Meghna	RMM16	28-Apr-81	22	714.02	1.86
Meghna	RMM16	28-Apr-81	23	738.41	2.32
Meghna	RMM16	28-Apr-81	24	741.46	3.38
Meghna	RMM16	28-Apr-81	25	771.95	3.96
Meghna	RMM16	28-Apr-81	26	802.44	3.59
Meghna	RMM16	28-Apr-81	27	832.93	2.25
Meghna	RMM16	28-Apr-81	28	863.41	1.98
Meghna	RMM16	28-Apr-81	29	893.90	1.79
Meghna	RMM16	28-Apr-81	30	954.88	2.79
Meghna	RMM16	28-Apr-81	31	1015.85	2.15
Meghna	RMM16	28-Apr-81	32	1046.34	1.70
Meghna	RMM16	28-Apr-81	33	1097.56	2.75
Meghna	RMM16	28-Apr-81	34	1112.80	3.41
Meghna	RMM16	28-Apr-81	35	1173.78	3.78
Meghna	RMM16	28-Apr-81	36	1234.76	4.43
Meghna	RMM16	28-Apr-81	37	1295.73	4.32
Meghna	RMM16	28-Apr-81	38	1326.22	3.26
Meghna	RMM16	28-Apr-81	39	1387.20	4.02
Meghna	RMM16	28-Apr-81	40	1452.74	5.20
Meghna	RMM16	28-Apr-81	41	1526.22	4.97
Meghna	RMM16	28-Apr-81	42	1556.71	2.40
Meghna	RMM16	28-Apr-81	43	1561.28	2.25
Meghna	RMM16	28-Apr-81	44	1591.77	-.19
Meghna	RMM16	28-Apr-81	45	1607.01	-.80
Meghna	RMM16	28-Apr-81	46	1622.26	.42
Meghna	RMM16	28-Apr-81	47	1628.35	1.34
Meghna	RMM16	28-Apr-81	48	1633.54	2.25
Meghna	RMM16	28-Apr-81	49	1648.78	3.99
Meghna	RMM16	28-Apr-81	50	1696.95	3.39
Meghna	RMM16	28-Apr-81	51	1722.87	2.26
Meghna	RMM16	28-Apr-81	52	1761.59	1.34

Meghna	RMM16	28-Apr-81	53	1788.41	.12
Meghna	RMM16	28-Apr-81	54	1836.59	-1.40
Meghna	RMM16	28-Apr-81	55	1871.95	-2.93
Meghna	RMM16	28-Apr-81	56	1914.02	-4.76
Meghna	RMM16	28-Apr-81	57	1948.48	-6.28
Meghna	RMM16	28-Apr-81	58	1982.62	-6.89
Meghna	RMM16	28-Apr-81	59	2013.72	-6.89
Meghna	RMM16	28-Apr-81	60	2048.48	-7.20
Meghna	RMM16	28-Apr-81	61	2084.15	-8.11
Meghna	RMM16	28-Apr-81	62	2124.09	-8.26
Meghna	RMM16	28-Apr-81	63	2160.98	-9.63
Meghna	RMM16	28-Apr-81	64	2191.16	-7.50
Meghna	RMM16	28-Apr-81	65	2225.30	-7.80
Meghna	RMM16	28-Apr-81	66	2255.79	-7.20
Meghna	RMM16	28-Apr-81	67	2296.65	-5.67
Meghna	RMM16	28-Apr-81	68	2328.66	-5.06
Meghna	RMM16	28-Apr-81	69	2364.02	2.26
Meghna	RMM16	28-Apr-81	70	2376.83	4.76
Meghna	RMM16	28-Apr-81	71	2409.76	4.95
Meghna	RMM16	28-Apr-81	72	2432.01	4.44
Meghna	RMM16	28-Apr-81	73	2487.20	2.30
Meghna	RMM16	28-Apr-81	74	2509.15	5.20
Meghna	RMM16	28-Apr-81	75	2554.57	5.49
Meghna	RMM16	28-Apr-81	76	2558.23	5.54
Meghna	RMM16	28-Apr-81	77	2558.23	5.90
Meghna	RMM16	#####	1	0.00	5.90
Meghna	RMM16	#####	2	0.00	5.54
Meghna	RMM16	#####	3	60.98	5.09
Meghna	RMM16	#####	4	91.46	3.04
Meghna	RMM16	#####	5	121.95	4.50
Meghna	RMM16	#####	6	152.44	5.10
Meghna	RMM16	#####	7	170.73	4.84
Meghna	RMM16	#####	8	182.93	2.53
Meghna	RMM16	#####	9	199.70	-.20
Meghna	RMM16	#####	10	218.90	-1.97
Meghna	RMM16	#####	11	246.95	-4.97
Meghna	RMM16	#####	12	276.52	-7.47
Meghna	RMM16	#####	13	306.40	-6.22
Meghna	RMM16	#####	14	340.24	-6.97
Meghna	RMM16	#####	15	375.61	-7.72
Meghna	RMM16	#####	16	414.94	-8.47
Meghna	RMM16	#####	17	452.13	-9.22
Meghna	RMM16	#####	18	477.44	-8.22
Meghna	RMM16	#####	19	554.27	-6.97
Meghna	RMM16	#####	20	643.29	-6.22
Meghna	RMM16	#####	21	708.54	-5.22
Meghna	RMM16	#####	22	747.56	-3.97
Meghna	RMM16	#####	23	773.17	-2.72
Meghna	RMM16	#####	24	802.44	-1.72
Meghna	RMM16	#####	25	829.57	-2.53

Meghna	RMM16	#####	26	860.98	4.00
Meghna	RMM16	#####	27	926.52	4.59
Meghna	RMM16	#####	28	937.20	2.50
Meghna	RMM16	#####	29	945.12	1.59
Meghna	RMM16	#####	30	954.27	.67
Meghna	RMM16	#####	31	963.41	.06
Meghna	RMM16	#####	32	972.56	1.28
Meghna	RMM16	#####	33	982.93	2.50
Meghna	RMM16	#####	34	1043.90	4.73
Meghna	RMM16	#####	35	1120.12	4.96
Meghna	RMM16	#####	36	1181.10	3.41
Meghna	RMM16	#####	37	1242.07	4.23
Meghna	RMM16	#####	38	1303.05	4.40
Meghna	RMM16	#####	39	1364.02	4.52
Meghna	RMM16	#####	40	1425.00	3.65
Meghna	RMM16	#####	41	1452.44	3.57
Meghna	RMM16	#####	42	1455.49	2.50
Meghna	RMM16	#####	43	1516.46	1.89
Meghna	RMM16	#####	44	1577.44	1.89
Meghna	RMM16	#####	45	1638.41	2.20
Meghna	RMM16	#####	46	1675.00	2.50
Meghna	RMM16	#####	47	1707.32	3.45
Meghna	RMM16	#####	48	1772.56	3.73
Meghna	RMM16	#####	49	1803.05	2.47
Meghna	RMM16	#####	50	1820.12	1.86
Meghna	RMM16	#####	51	1835.37	1.86
Meghna	RMM16	#####	52	1850.61	1.55
Meghna	RMM16	#####	53	1865.85	1.55
Meghna	RMM16	#####	54	1881.10	1.55
Meghna	RMM16	#####	55	1896.34	.95
Meghna	RMM16	#####	56	1911.59	1.25
Meghna	RMM16	#####	57	1925.00	2.47
Meghna	RMM16	#####	58	1928.05	4.10
Meghna	RMM16	#####	59	1958.54	4.97
Meghna	RMM16	#####	60	1963.11	8.21
Meghna	RMM16	#####	61	1964.63	8.20
Meghna	RMM16	#####	62	1967.68	5.02
Meghna	RMM16	#####	63	2028.66	4.97
Meghna	RMM16	#####	64	2089.63	5.04
Meghna	RMM16	#####	65	2150.61	4.95
Meghna	RMM16	#####	66	2211.59	5.02
Meghna	RMM16	#####	67	2275.61	5.13
Meghna	RMM16	#####	68	2275.61	5.23
Meghna	RMM16	#####	69	2336.59	5.50
Meghna	RMM16	#####	70	2397.56	5.55
Meghna	RMM16	#####	71	2458.54	5.79
Meghna	RMM16	#####	72	2519.51	5.81
Meghna	RMM16	#####	73	2555.49	5.82
Meghna	RMM16	#####	74	2555.49	6.13
Meghna	RMM16	18-Feb-87	1	0.00	6.13

Meghna	RMM16	18-Feb-87	2	0.00	6.07
Meghna	RMM16	18-Feb-87	3	60.98	5.68
Meghna	RMM16	18-Feb-87	4	121.95	5.21
Meghna	RMM16	18-Feb-87	5	182.93	5.11
Meghna	RMM16	18-Feb-87	6	243.90	5.04
Meghna	RMM16	18-Feb-87	7	279.88	4.97
Meghna	RMM16	18-Feb-87	8	279.88	5.23
Meghna	RMM16	18-Feb-87	9	340.85	4.84
Meghna	RMM16	18-Feb-87	10	401.83	4.64
Meghna	RMM16	18-Feb-87	11	462.80	4.58
Meghna	RMM16	18-Feb-87	12	493.29	4.67
Meghna	RMM16	18-Feb-87	13	532.32	5.33
Meghna	RMM16	18-Feb-87	14	540.24	8.49
Meghna	RMM16	18-Feb-87	15	543.29	8.45
Meghna	RMM16	18-Feb-87	16	551.83	5.77
Meghna	RMM16	18-Feb-87	17	567.07	2.86
Meghna	RMM16	18-Feb-87	18	576.22	4.02
Meghna	RMM16	18-Feb-87	19	608.54	4.26
Meghna	RMM16	18-Feb-87	20	639.02	1.49
Meghna	RMM16	18-Feb-87	21	700.00	1.84
Meghna	RMM16	18-Feb-87	22	730.49	2.07
Meghna	RMM16	18-Feb-87	23	737.80	3.61
Meghna	RMM16	18-Feb-87	24	798.78	4.22
Meghna	RMM16	18-Feb-87	25	830.18	3.45
Meghna	RMM16	18-Feb-87	26	860.67	2.08
Meghna	RMM16	18-Feb-87	27	921.65	2.88
Meghna	RMM16	18-Feb-87	28	982.62	3.02
Meghna	RMM16	18-Feb-87	29	1013.11	2.19
Meghna	RMM16	18-Feb-87	30	1046.65	2.11
Meghna	RMM16	18-Feb-87	31	1074.09	2.10
Meghna	RMM16	18-Feb-87	32	1099.09	3.66
Meghna	RMM16	18-Feb-87	33	1160.06	3.98
Meghna	RMM16	18-Feb-87	34	1221.04	4.35
Meghna	RMM16	18-Feb-87	35	1282.01	4.71
Meghna	RMM16	18-Feb-87	36	1312.50	4.48
Meghna	RMM16	18-Feb-87	37	1342.99	4.50
Meghna	RMM16	18-Feb-87	38	1403.96	4.55
Meghna	RMM16	18-Feb-87	39	1438.41	5.29
Meghna	RMM16	18-Feb-87	40	1558.54	5.70
Meghna	RMM16	18-Feb-87	41	1564.63	4.02
Meghna	RMM16	18-Feb-87	42	1567.68	2.77
Meghna	RMM16	18-Feb-87	43	1569.82	1.73
Meghna	RMM16	18-Feb-87	44	1585.06	1.13
Meghna	RMM16	18-Feb-87	45	1600.30	.82
Meghna	RMM16	18-Feb-87	46	1613.11	1.73
Meghna	RMM16	18-Feb-87	47	1637.80	4.22
Meghna	RMM16	18-Feb-87	48	1668.29	4.41
Meghna	RMM16	18-Feb-87	49	1693.29	4.28
Meghna	RMM16	18-Feb-87	50	1723.78	1.97
Meghna	RMM16	18-Feb-87	51	1762.80	1.72

Meghna	RMM16	18-Feb-87	52	1783.54	.92
Meghna	RMM16	18-Feb-87	53	1805.18	.32
Meghna	RMM16	18-Feb-87	54	1842.07	-.78
Meghna	RMM16	18-Feb-87	55	1886.28	-2.78
Meghna	RMM16	18-Feb-87	56	1942.99	-4.78
Meghna	RMM16	18-Feb-87	57	1990.85	-6.28
Meghna	RMM16	18-Feb-87	58	2046.95	-6.43
Meghna	RMM16	18-Feb-87	59	2112.80	-7.38
Meghna	RMM16	18-Feb-87	60	2157.01	-7.28
Meghna	RMM16	18-Feb-87	61	2194.82	-6.78
Meghna	RMM16	18-Feb-87	62	2224.39	-6.68
Meghna	RMM16	18-Feb-87	63	2233.23	-6.18
Meghna	RMM16	18-Feb-87	64	2249.70	-5.53
Meghna	RMM16	18-Feb-87	65	2317.68	-5.03
Meghna	RMM16	18-Feb-87	66	2359.76	1.72
Meghna	RMM16	18-Feb-87	67	2378.35	5.07
Meghna	RMM16	18-Feb-87	68	2439.33	4.64
Meghna	RMM16	18-Feb-87	69	2469.82	3.01
Meghna	RMM16	18-Feb-87	70	2500.30	5.61
Meghna	RMM16	18-Feb-87	71	2557.62	5.55
Meghna	RMM16	18-Feb-87	72	2557.62	5.90
Meghna	RMM16	21-Nov-89	1	0.00	5.90
Meghna	RMM16	21-Nov-89	2	0.00	5.62
Meghna	RMM16	21-Nov-89	3	46.65	5.23
Meghna	RMM16	21-Nov-89	4	48.17	3.52
Meghna	RMM16	21-Nov-89	5	60.98	3.21
Meghna	RMM16	21-Nov-89	6	76.22	2.76
Meghna	RMM16	21-Nov-89	7	91.46	3.06
Meghna	RMM16	21-Nov-89	8	106.71	3.21
Meghna	RMM16	21-Nov-89	9	118.29	3.52
Meghna	RMM16	21-Nov-89	10	150.30	4.56
Meghna	RMM16	21-Nov-89	11	176.83	4.65
Meghna	RMM16	21-Nov-89	12	189.94	2.19
Meghna	RMM16	21-Nov-89	13	199.39	-1.31
Meghna	RMM16	21-Nov-89	14	214.63	-4.21
Meghna	RMM16	21-Nov-89	15	267.68	-6.31
Meghna	RMM16	21-Nov-89	16	312.20	-7.31
Meghna	RMM16	21-Nov-89	17	351.52	-7.41
Meghna	RMM16	21-Nov-89	18	408.23	-8.81
Meghna	RMM16	21-Nov-89	19	463.72	-10.41
Meghna	RMM16	21-Nov-89	20	494.21	-8.21
Meghna	RMM16	21-Nov-89	21	544.21	-7.91
Meghna	RMM16	21-Nov-89	22	575.00	-6.62
Meghna	RMM16	21-Nov-89	23	608.84	-4.41
Meghna	RMM16	21-Nov-89	24	660.98	-2.01
Meghna	RMM16	21-Nov-89	25	712.50	-.98
Meghna	RMM16	21-Nov-89	26	765.85	.09
Meghna	RMM16	21-Nov-89	27	783.23	.69
Meghna	RMM16	21-Nov-89	28	794.21	2.19
Meghna	RMM16	21-Nov-89	29	838.72	3.30

Meghna	RMM16	21-Nov-89	30	869.21	4.10
Meghna	RMM16	21-Nov-89	31	899.70	4.49
Meghna	RMM16	21-Nov-89	32	939.63	4.47
Meghna	RMM16	21-Nov-89	33	953.96	2.19
Meghna	RMM16	21-Nov-89	34	963.41	1.58
Meghna	RMM16	21-Nov-89	35	975.61	.66
Meghna	RMM16	21-Nov-89	36	990.85	1.58
Meghna	RMM16	21-Nov-89	37	1008.84	2.19
Meghna	RMM16	21-Nov-89	38	1021.95	4.37
Meghna	RMM16	21-Nov-89	39	1125.61	4.55
Meghna	RMM16	21-Nov-89	40	1186.59	3.26
Meghna	RMM16	21-Nov-89	41	1247.56	4.20
Meghna	RMM16	21-Nov-89	42	1308.54	4.23
Meghna	RMM16	21-Nov-89	43	1369.51	4.19
Meghna	RMM16	21-Nov-89	44	1430.49	3.60
Meghna	RMM16	21-Nov-89	45	1442.68	3.16
Meghna	RMM16	21-Nov-89	46	1477.74	2.41
Meghna	RMM16	21-Nov-89	47	1508.23	1.69
Meghna	RMM16	21-Nov-89	48	1561.59	1.64
Meghna	RMM16	21-Nov-89	49	1625.61	2.90
Meghna	RMM16	21-Nov-89	50	1686.59	2.70
Meghna	RMM16	21-Nov-89	51	1717.07	2.15
Meghna	RMM16	21-Nov-89	52	1747.56	3.51
Meghna	RMM16	21-Nov-89	53	1808.54	3.91
Meghna	RMM16	21-Nov-89	54	1842.07	2.24
Meghna	RMM16	21-Nov-89	55	1872.56	1.96
Meghna	RMM16	21-Nov-89	56	1918.29	1.56
Meghna	RMM16	21-Nov-89	57	1930.49	4.15
Meghna	RMM16	21-Nov-89	58	1981.40	4.05
Meghna	RMM16	21-Nov-89	59	1993.60	2.90
Meghna	RMM16	21-Nov-89	60	2005.79	5.71
Meghna	RMM16	21-Nov-89	61	2014.33	7.75
Meghna	RMM16	21-Nov-89	62	2017.38	7.75
Meghna	RMM16	21-Nov-89	63	2025.30	5.50
Meghna	RMM16	21-Nov-89	64	2034.45	4.73
Meghna	RMM16	21-Nov-89	65	2095.43	4.62
Meghna	RMM16	21-Nov-89	66	2156.40	4.63
Meghna	RMM16	21-Nov-89	67	2217.38	4.76
Meghna	RMM16	21-Nov-89	68	2278.35	4.99
Meghna	RMM16	21-Nov-89	69	2278.35	5.24
Meghna	RMM16	21-Nov-89	70	2339.33	5.02
Meghna	RMM16	21-Nov-89	71	2400.30	5.06
Meghna	RMM16	21-Nov-89	72	2461.28	5.17
Meghna	RMM16	21-Nov-89	73	2522.26	5.70
Meghna	RMM16	21-Nov-89	74	2558.23	5.70
Meghna	RMM16	21-Nov-89	75	2558.23	6.09
Meghna	RMM16	21-Mar-91	1	0.00	6.13
Meghna	RMM16	21-Mar-91	2	0.00	3.07
Meghna	RMM16	21-Mar-91	3	90.00	5.68
Meghna	RMM16	21-Mar-91	4	180.00	5.22

Meghna	RMM16	21-Mar-91	5	279.90	4.97
Meghna	RMM16	21-Mar-91	6	279.90	5.24
Meghna	RMM16	21-Mar-91	7	369.90	4.81
Meghna	RMM16	21-Mar-91	8	459.90	4.65
Meghna	RMM16	21-Mar-91	9	533.50	5.40
Meghna	RMM16	21-Mar-91	10	540.20	8.48
Meghna	RMM16	21-Mar-91	11	543.20	8.47
Meghna	RMM16	21-Mar-91	12	603.20	4.20
Meghna	RMM16	21-Mar-91	13	608.50	4.26
Meghna	RMM16	21-Mar-91	14	638.50	2.05
Meghna	RMM16	21-Mar-91	15	668.50	2.12
Meghna	RMM16	21-Mar-91	16	707.30	3.28
Meghna	RMM16	21-Mar-91	17	807.30	4.01
Meghna	RMM16	21-Mar-91	18	907.30	2.56
Meghna	RMM16	21-Mar-91	19	1007.30	2.80
Meghna	RMM16	21-Mar-91	20	1107.30	4.43
Meghna	RMM16	21-Mar-91	21	1280.50	4.50
Meghna	RMM16	21-Mar-91	22	1340.50	3.95
Meghna	RMM16	21-Mar-91	23	1400.50	4.55
Meghna	RMM16	21-Mar-91	24	1430.50	4.68
Meghna	RMM16	21-Mar-91	25	1436.60	4.91
Meghna	RMM16	21-Mar-91	26	1559.10	4.55
Meghna	RMM16	21-Mar-91	27	1564.10	1.29
Meghna	RMM16	21-Mar-91	28	1574.10	.79
Meghna	RMM16	21-Mar-91	29	1584.10	.29
Meghna	RMM16	21-Mar-91	30	1594.10	.79
Meghna	RMM16	21-Mar-91	31	1608.00	1.29
Meghna	RMM16	21-Mar-91	32	1618.00	2.64
Meghna	RMM16	21-Mar-91	33	1637.00	4.63
Meghna	RMM16	21-Mar-91	34	1756.00	3.61
Meghna	RMM16	21-Mar-91	35	1799.00	1.28
Meghna	RMM16	21-Mar-91	36	1843.00	-.21
Meghna	RMM16	21-Mar-91	37	1913.32	-2.21
Meghna	RMM16	21-Mar-91	38	1998.22	-4.71
Meghna	RMM16	21-Mar-91	39	2053.35	-6.46
Meghna	RMM16	21-Mar-91	40	2102.76	-7.46
Meghna	RMM16	21-Mar-91	41	2155.64	-8.96
Meghna	RMM16	21-Mar-91	42	2207.61	-9.21
Meghna	RMM16	21-Mar-91	43	2245.86	-7.96
Meghna	RMM16	21-Mar-91	44	2299.99	-7.71
Meghna	RMM16	21-Mar-91	45	2339.90	-6.21
Meghna	RMM16	21-Mar-91	46	2358.19	-4.21
Meghna	RMM16	21-Mar-91	47	2369.31	1.29
Meghna	RMM16	21-Mar-91	48	2384.28	2.45
Meghna	RMM16	21-Mar-91	49	2414.28	3.59
Meghna	RMM16	21-Mar-91	50	2444.28	5.04
Meghna	RMM16	21-Mar-91	51	2474.28	4.28
Meghna	RMM16	21-Mar-91	52	2504.28	2.96
Meghna	RMM16	21-Mar-91	53	2534.28	5.11
Meghna	RMM16	21-Mar-91	54	2557.28	5.63

Meghna	RMM16	21-Mar-91	55	2557.28	5.92
Meghna	RMM16	20-Dec-91	1	0.00	5.89
Meghna	RMM16	20-Dec-91	2	0.00	5.74
Meghna	RMM16	20-Dec-91	3	50.00	5.41
Meghna	RMM16	20-Dec-91	4	70.00	3.90
Meghna	RMM16	20-Dec-91	5	90.00	4.59
Meghna	RMM16	20-Dec-91	6	120.00	4.57
Meghna	RMM16	20-Dec-91	7	150.00	5.11
Meghna	RMM16	20-Dec-91	8	176.00	5.05
Meghna	RMM16	20-Dec-91	9	188.00	5.51
Meghna	RMM16	20-Dec-91	10	220.00	-1.89
Meghna	RMM16	20-Dec-91	11	267.00	-4.99
Meghna	RMM16	20-Dec-91	12	339.00	-7.29
Meghna	RMM16	20-Dec-91	13	427.00	-7.89
Meghna	RMM16	20-Dec-91	14	505.00	-7.99
Meghna	RMM16	20-Dec-91	15	572.00	-6.89
Meghna	RMM16	20-Dec-91	16	660.00	-3.29
Meghna	RMM16	20-Dec-91	17	735.00	-1.29
Meghna	RMM16	20-Dec-91	18	778.00	.01
Meghna	RMM16	20-Dec-91	19	797.00	1.51
Meghna	RMM16	20-Dec-91	20	817.00	4.00
Meghna	RMM16	20-Dec-91	21	877.00	4.61
Meghna	RMM16	20-Dec-91	22	916.43	4.49
Meghna	RMM16	20-Dec-91	23	936.43	1.88
Meghna	RMM16	20-Dec-91	24	950.00	.90
Meghna	RMM16	20-Dec-91	25	966.00	1.88
Meghna	RMM16	20-Dec-91	26	987.00	2.52
Meghna	RMM16	20-Dec-91	27	998.43	4.57
Meghna	RMM16	20-Dec-91	28	1122.00	4.91
Meghna	RMM16	20-Dec-91	29	1152.00	4.59
Meghna	RMM16	20-Dec-91	30	1212.00	4.01
Meghna	RMM16	20-Dec-91	31	1272.00	4.49
Meghna	RMM16	20-Dec-91	32	1332.00	4.45
Meghna	RMM16	20-Dec-91	33	1392.00	3.37
Meghna	RMM16	20-Dec-91	34	1452.00	3.05
Meghna	RMM16	20-Dec-91	35	1512.00	2.88
Meghna	RMM16	20-Dec-91	36	1572.00	2.71
Meghna	RMM16	20-Dec-91	37	1622.00	2.57
Meghna	RMM16	20-Dec-91	38	1712.00	2.10
Meghna	RMM16	20-Dec-91	39	1802.00	2.02
Meghna	RMM16	20-Dec-91	40	1852.00	2.10
Meghna	RMM16	20-Dec-91	41	1882.00	2.11
Meghna	RMM16	20-Dec-91	42	1972.00	3.80
Meghna	RMM16	20-Dec-91	43	2010.00	4.26
Meghna	RMM16	20-Dec-91	44	2011.00	4.86
Meghna	RMM16	20-Dec-91	45	2017.00	4.47
Meghna	RMM16	20-Dec-91	46	2020.00	5.42
Meghna	RMM16	20-Dec-91	47	2111.00	4.66
Meghna	RMM16	20-Dec-91	48	2201.00	4.70
Meghna	RMM16	20-Dec-91	49	2278.00	5.22



Meghna	RMM16	20-Dec-91	50	2278.00	4.97
Meghna	RMM16	20-Dec-91	51	2368.00	5.24
Meghna	RMM16	20-Dec-91	52	2458.00	5.68
Meghna	RMM16	20-Dec-91	53	2558.00	6.68
Meghna	RMM16	20-Dec-91	54	2558.00	6.13
Meghna	RMM16	29-Apr-93	1	0.00	5.90
Meghna	RMM16	29-Apr-93	2	0.00	5.66
Meghna	RMM16	29-Apr-93	3	40.00	5.07
Meghna	RMM16	29-Apr-93	4	48.00	2.67
Meghna	RMM16	29-Apr-93	5	68.00	1.57
Meghna	RMM16	29-Apr-93	6	88.00	1.17
Meghna	RMM16	29-Apr-93	7	108.00	1.67
Meghna	RMM16	29-Apr-93	8	130.00	2.67
Meghna	RMM16	29-Apr-93	9	150.00	4.64
Meghna	RMM16	29-Apr-93	10	169.00	4.92
Meghna	RMM16	29-Apr-93	11	183.00	1.78
Meghna	RMM16	29-Apr-93	12	218.00	.78
Meghna	RMM16	29-Apr-93	13	253.00	-1.22
Meghna	RMM16	29-Apr-93	14	287.00	-3.22
Meghna	RMM16	29-Apr-93	15	322.00	-6.22
Meghna	RMM16	29-Apr-93	16	360.00	-8.22
Meghna	RMM16	29-Apr-93	17	393.00	-7.72
Meghna	RMM16	29-Apr-93	18	428.00	-8.72
Meghna	RMM16	29-Apr-93	19	463.00	-8.73
Meghna	RMM16	29-Apr-93	20	498.00	-2.22
Meghna	RMM16	29-Apr-93	21	530.00	-7.22
Meghna	RMM16	29-Apr-93	22	568.00	-6.22
Meghna	RMM16	29-Apr-93	23	603.00	-3.72
Meghna	RMM16	29-Apr-93	24	637.00	-2.22
Meghna	RMM16	29-Apr-93	25	673.00	-1.22
Meghna	RMM16	29-Apr-93	26	703.00	-.22
Meghna	RMM16	29-Apr-93	27	744.00	.78
Meghna	RMM16	29-Apr-93	28	785.00	1.78
Meghna	RMM16	29-Apr-93	29	815.00	3.11
Meghna	RMM16	29-Apr-93	30	850.00	4.39
Meghna	RMM16	29-Apr-93	31	880.00	4.72
Meghna	RMM16	29-Apr-93	32	915.00	4.43
Meghna	RMM16	29-Apr-93	33	935.00	1.74
Meghna	RMM16	29-Apr-93	34	945.00	.74
Meghna	RMM16	29-Apr-93	35	955.00	.54
Meghna	RMM16	29-Apr-93	36	967.00	1.74
Meghna	RMM16	29-Apr-93	37	999.00	2.62
Meghna	RMM16	29-Apr-93	38	1123.00	4.69
Meghna	RMM16	29-Apr-93	39	1180.00	4.52
Meghna	RMM16	29-Apr-93	40	1240.00	3.89
Meghna	RMM16	29-Apr-93	41	1300.00	4.42
Meghna	RMM16	29-Apr-93	42	1350.00	4.49
Meghna	RMM16	29-Apr-93	43	1400.00	4.33
Meghna	RMM16	29-Apr-93	44	1440.00	3.43
Meghna	RMM16	29-Apr-93	45	1480.00	3.00

Meghna	RMM16	29-Apr-93	46	1530.00	2.88
Meghna	RMM16	29-Apr-93	47	1580.00	2.81
Meghna	RMM16	29-Apr-93	48	1624.00	2.50
Meghna	RMM16	29-Apr-93	49	1700.00	2.20
Meghna	RMM16	29-Apr-93	50	1760.00	2.03
Meghna	RMM16	29-Apr-93	51	1830.00	2.14
Meghna	RMM16	29-Apr-93	52	1900.00	2.11
Meghna	RMM16	29-Apr-93	53	1950.00	2.19
Meghna	RMM16	29-Apr-93	54	2017.00	4.31
Meghna	RMM16	29-Apr-93	55	2021.00	8.41
Meghna	RMM16	29-Apr-93	56	2024.00	8.41
Meghna	RMM16	29-Apr-93	57	2028.00	5.36
Meghna	RMM16	29-Apr-93	58	2100.00	4.60
Meghna	RMM16	29-Apr-93	59	2190.00	4.68
Meghna	RMM16	29-Apr-93	60	2280.00	5.22
Meghna	RMM16	29-Apr-93	61	2280.00	4.92
Meghna	RMM16	29-Apr-93	62	2350.00	5.19
Meghna	RMM16	29-Apr-93	63	2420.00	5.54
Meghna	RMM16	29-Apr-93	64	2500.00	5.61
Meghna	RMM16	29-Apr-93	65	2560.00	5.66
Meghna	RMM16	29-Apr-93	66	2560.00	5.11
Meghna	RMM16	08-Feb-94	1	0.00	5.89
Meghna	RMM16	08-Feb-94	2	0.00	5.69
Meghna	RMM16	08-Feb-94	3	47.00	5.18
Meghna	RMM16	08-Feb-94	4	57.00	2.34
Meghna	RMM16	08-Feb-94	5	74.00	1.34
Meghna	RMM16	08-Feb-94	6	90.00	.34
Meghna	RMM16	08-Feb-94	7	107.00	1.34
Meghna	RMM16	08-Feb-94	8	123.00	2.34
Meghna	RMM16	08-Feb-94	9	130.00	3.34
Meghna	RMM16	08-Feb-94	10	131.00	3.48
Meghna	RMM16	08-Feb-94	11	161.00	3.31
Meghna	RMM16	08-Feb-94	12	169.00	1.17
Meghna	RMM16	08-Feb-94	13	180.00	-1.08
Meghna	RMM16	08-Feb-94	14	206.00	-3.33
Meghna	RMM16	08-Feb-94	15	238.00	-4.83
Meghna	RMM16	08-Feb-94	16	291.00	-7.58
Meghna	RMM16	08-Feb-94	17	344.00	-8.83
Meghna	RMM16	08-Feb-94	18	400.00	-9.83
Meghna	RMM16	08-Feb-94	19	442.00	-10.83
Meghna	RMM16	08-Feb-94	20	496.00	-8.83
Meghna	RMM16	08-Feb-94	21	551.00	-5.58
Meghna	RMM16	08-Feb-94	22	625.00	-2.58
Meghna	RMM16	08-Feb-94	23	703.00	-.63
Meghna	RMM16	08-Feb-94	24	751.00	1.17
Meghna	RMM16	08-Feb-94	25	800.00	2.88
Meghna	RMM16	08-Feb-94	26	813.00	2.96
Meghna	RMM16	08-Feb-94	27	873.00	4.22
Meghna	RMM16	08-Feb-94	28	908.00	4.25
Meghna	RMM16	08-Feb-94	29	929.00	1.54

Meghna	RMM16	08-Feb-94	30	944.00	1.04
Meghna	RMM16	08-Feb-94	31	959.00	1.54
Meghna	RMM16	08-Feb-94	32	989.00	2.52
Meghna	RMM16	08-Feb-94	33	1049.00	4.32
Meghna	RMM16	08-Feb-94	34	1111.00	4.59
Meghna	RMM16	08-Feb-94	35	1171.00	4.41
Meghna	RMM16	08-Feb-94	36	1231.00	3.80
Meghna	RMM16	08-Feb-94	37	1291.00	4.36
Meghna	RMM16	08-Feb-94	38	1351.00	4.41
Meghna	RMM16	08-Feb-94	39	1411.00	4.22
Meghna	RMM16	08-Feb-94	40	1471.00	3.36
Meghna	RMM16	08-Feb-94	41	1531.00	2.98
Meghna	RMM16	08-Feb-94	42	1591.00	2.76
Meghna	RMM16	08-Feb-94	43	1632.00	2.80
Meghna	RMM16	08-Feb-94	44	1692.00	2.41
Meghna	RMM16	08-Feb-94	45	1752.00	2.15
Meghna	RMM16	08-Feb-94	46	1812.00	2.00
Meghna	RMM16	08-Feb-94	47	1872.00	2.05
Meghna	RMM16	08-Feb-94	48	1932.00	2.02
Meghna	RMM16	08-Feb-94	49	1992.00	2.10
Meghna	RMM16	08-Feb-94	50	2017.00	4.10
Meghna	RMM16	08-Feb-94	51	2021.00	8.29
Meghna	RMM16	08-Feb-94	52	2024.00	8.31
Meghna	RMM16	08-Feb-94	53	2028.00	5.30
Meghna	RMM16	08-Feb-94	54	2088.00	4.51
Meghna	RMM16	08-Feb-94	55	2148.00	4.50
Meghna	RMM16	08-Feb-94	56	2208.00	4.56
Meghna	RMM16	08-Feb-94	57	2268.00	4.61
Meghna	RMM16	08-Feb-94	58	2268.00	4.82
Meghna	RMM16	08-Feb-94	59	2281.00	5.22
Meghna	RMM16	08-Feb-94	60	2341.00	5.10
Meghna	RMM16	08-Feb-94	61	2401.00	5.42
Meghna	RMM16	08-Feb-94	62	2461.00	5.50
Meghna	RMM16	08-Feb-94	63	2521.00	5.70
Meghna	RMM16	08-Feb-94	64	2521.00	5.90
Meghna	RMM16	08-Feb-94	65	2561.00	6.11
Meghna	RMM16	30-Nov-94	1	0.00	5.89
Meghna	RMM16	30-Nov-94	2	0.00	5.64
Meghna	RMM16	30-Nov-94	3	30.00	5.51
Meghna	RMM16	30-Nov-94	4	47.00	5.20
Meghna	RMM16	30-Nov-94	5	57.00	1.57
Meghna	RMM16	30-Nov-94	6	75.00	.56
Meghna	RMM16	30-Nov-94	7	94.00	-4.35
Meghna	RMM16	30-Nov-94	8	102.00	.37
Meghna	RMM16	30-Nov-94	9	123.00	1.57
Meghna	RMM16	30-Nov-94	10	130.00	2.30
Meghna	RMM16	30-Nov-94	11	132.00	3.02
Meghna	RMM16	30-Nov-94	12	162.00	3.00
Meghna	RMM16	30-Nov-94	13	171.00	1.79
Meghna	RMM16	30-Nov-94	14	202.00	-2.41

Meghna	RMM16	30-Nov-94	15	236.00	-3.46
Meghna	RMM16	30-Nov-94	16	266.00	-3.46
Meghna	RMM16	30-Nov-94	17	299.00	-4.46
Meghna	RMM16	30-Nov-94	18	330.00	-5.96
Meghna	RMM16	30-Nov-94	19	361.00	-7.01
Meghna	RMM16	30-Nov-94	20	396.00	-8.56
Meghna	RMM16	30-Nov-94	21	427.00	-8.31
Meghna	RMM16	30-Nov-94	22	459.00	-8.06
Meghna	RMM16	30-Nov-94	23	490.00	-9.46
Meghna	RMM16	30-Nov-94	24	523.00	-8.41
Meghna	RMM16	30-Nov-94	25	553.00	-7.96
Meghna	RMM16	30-Nov-94	26	586.00	-7.66
Meghna	RMM16	30-Nov-94	27	618.00	-6.21
Meghna	RMM16	30-Nov-94	28	650.00	-5.01
Meghna	RMM16	30-Nov-94	29	684.00	-3.96
Meghna	RMM16	30-Nov-94	30	715.00	-2.21
Meghna	RMM16	30-Nov-94	31	745.00	-.96
Meghna	RMM16	30-Nov-94	32	761.00	1.79
Meghna	RMM16	30-Nov-94	33	806.00	3.92
Meghna	RMM16	30-Nov-94	34	827.00	3.37
Meghna	RMM16	30-Nov-94	35	897.00	4.61
Meghna	RMM16	30-Nov-94	36	922.00	4.64
Meghna	RMM16	30-Nov-94	37	942.00	1.82
Meghna	RMM16	30-Nov-94	38	958.00	1.32
Meghna	RMM16	30-Nov-94	39	974.00	1.82
Meghna	RMM16	30-Nov-94	40	1002.00	2.51
Meghna	RMM16	30-Nov-94	41	1117.00	4.70
Meghna	RMM16	30-Nov-94	42	1177.00	4.66
Meghna	RMM16	30-Nov-94	43	1237.00	3.96
Meghna	RMM16	30-Nov-94	44	1297.00	4.55
Meghna	RMM16	30-Nov-94	45	1357.00	4.76
Meghna	RMM16	30-Nov-94	46	1417.00	4.55
Meghna	RMM16	30-Nov-94	47	1477.00	3.76
Meghna	RMM16	30-Nov-94	48	1537.00	3.52
Meghna	RMM16	30-Nov-94	49	1597.00	3.22
Meghna	RMM16	30-Nov-94	50	1635.00	3.11
Meghna	RMM16	30-Nov-94	51	1695.00	2.71
Meghna	RMM16	30-Nov-94	52	1755.00	2.44
Meghna	RMM16	30-Nov-94	53	1815.00	2.02
Meghna	RMM16	30-Nov-94	54	1875.00	2.20
Meghna	RMM16	30-Nov-94	55	1935.00	2.29
Meghna	RMM16	30-Nov-94	56	1995.00	1.91
Meghna	RMM16	30-Nov-94	57	2017.00	3.97
Meghna	RMM16	30-Nov-94	58	2021.00	8.15
Meghna	RMM16	30-Nov-94	59	2024.00	8.17
Meghna	RMM16	30-Nov-94	60	2028.00	5.26
Meghna	RMM16	30-Nov-94	61	2088.00	4.45
Meghna	RMM16	30-Nov-94	62	2148.00	4.34
Meghna	RMM16	30-Nov-94	63	2208.00	4.51
Meghna	RMM16	30-Nov-94	64	2268.00	4.53

Meghna	RMM16	30-Nov-94	65	2281.00	4.75
Meghna	RMM16	30-Nov-94	66	2281.00	5.22
Meghna	RMM16	30-Nov-94	67	2341.00	5.03
Meghna	RMM16	30-Nov-94	68	2401.00	5.35
Meghna	RMM16	30-Nov-94	69	2461.00	5.36
Meghna	RMM16	30-Nov-94	70	2521.00	5.63
Meghna	RMM16	30-Nov-94	71	2561.00	5.72
Meghna	RMM16	30-Nov-94	72	2561.00	6.11
Meghna	RMM16	17-Nov-95	1	0.00	5.89
Meghna	RMM16	17-Nov-95	2	0.00	5.70
Meghna	RMM16	17-Nov-95	3	48.00	5.28
Meghna	RMM16	17-Nov-95	4	57.00	2.30
Meghna	RMM16	17-Nov-95	5	78.00	.60
Meghna	RMM16	17-Nov-95	6	95.00	-.41
Meghna	RMM16	17-Nov-95	7	104.00	.64
Meghna	RMM16	17-Nov-95	8	123.00	2.30
Meghna	RMM16	17-Nov-95	9	132.00	4.80
Meghna	RMM16	17-Nov-95	10	144.00	5.10
Meghna	RMM16	17-Nov-95	11	160.00	2.84
Meghna	RMM16	17-Nov-95	12	194.00	.64
Meghna	RMM16	17-Nov-95	13	237.00	-.76
Meghna	RMM16	17-Nov-95	14	282.00	-5.66
Meghna	RMM16	17-Nov-95	15	324.00	-7.66
Meghna	RMM16	17-Nov-95	16	370.00	-7.76
Meghna	RMM16	17-Nov-95	17	413.00	-8.26
Meghna	RMM16	17-Nov-95	18	458.00	-7.66
Meghna	RMM16	17-Nov-95	19	500.00	-7.16
Meghna	RMM16	17-Nov-95	20	545.00	-6.16
Meghna	RMM16	17-Nov-95	21	589.00	-3.76
Meghna	RMM16	17-Nov-95	22	631.00	-1.41
Meghna	RMM16	17-Nov-95	23	676.00	.14
Meghna	RMM16	17-Nov-95	24	725.00	1.44
Meghna	RMM16	17-Nov-95	25	780.00	2.84
Meghna	RMM16	17-Nov-95	26	805.00	3.31
Meghna	RMM16	17-Nov-95	27	825.00	3.50
Meghna	RMM16	17-Nov-95	28	885.00	4.62
Meghna	RMM16	17-Nov-95	29	920.00	4.66
Meghna	RMM16	17-Nov-95	30	942.00	2.88
Meghna	RMM16	17-Nov-95	31	958.00	1.78
Meghna	RMM16	17-Nov-95	32	972.00	2.88
Meghna	RMM16	17-Nov-95	33	1000.00	3.11
Meghna	RMM16	17-Nov-95	34	1117.00	4.69
Meghna	RMM16	17-Nov-95	35	1177.00	4.68
Meghna	RMM16	17-Nov-95	36	1237.00	4.02
Meghna	RMM16	17-Nov-95	37	1297.00	4.55
Meghna	RMM16	17-Nov-95	38	1357.00	4.78
Meghna	RMM16	17-Nov-95	39	1417.00	4.56
Meghna	RMM16	17-Nov-95	40	1477.00	3.81

Meghna	RMM16	17-Nov-95	41	1537.00	3.55
Meghna	RMM16	17-Nov-95	42	1597.00	3.31
Meghna	RMM16	17-Nov-95	43	1632.00	3.15
Meghna	RMM16	17-Nov-95	44	1692.00	2.75
Meghna	RMM16	17-Nov-95	45	1752.00	2.48
Meghna	RMM16	17-Nov-95	46	1612.00	2.12
Meghna	RMM16	17-Nov-95	47	1872.00	2.25
Meghna	RMM16	17-Nov-95	48	1932.00	2.35
Meghna	RMM16	17-Nov-95	49	1992.00	1.95
Meghna	RMM16	17-Nov-95	50	2017.00	3.98
Meghna	RMM16	17-Nov-95	51	2021.00	8.15
Meghna	RMM16	17-Nov-95	52	2024.00	8.15
Meghna	RMM16	17-Nov-95	53	2028.00	5.26
Meghna	RMM16	17-Nov-95	54	2088.00	4.51
Meghna	RMM16	17-Nov-95	55	2148.00	4.38
Meghna	RMM16	17-Nov-95	56	2208.00	4.55
Meghna	RMM16	17-Nov-95	57	2268.00	4.53
Meghna	RMM16	17-Nov-95	58	2281.00	4.75
Meghna	RMM16	17-Nov-95	59	2281.00	5.22
Meghna	RMM16	17-Nov-95	60	2341.00	5.07
Meghna	RMM16	17-Nov-95	61	2401.00	5.38
Meghna	RMM16	17-Nov-95	62	2461.00	5.40
Meghna	RMM16	17-Nov-95	63	2521.00	5.67
Meghna	RMM16	17-Nov-95	64	2561.00	5.72
Meghna	RMM16	17-Nov-95	65	2561.00	6.11
Meghna	RMM16	17-Jan-96	1	0.00	5.89
Meghna	RMM16	17-Jan-96	2	0.00	5.70
Meghna	RMM16	17-Jan-96	3	48.00	5.28
Meghna	RMM16	17-Jan-96	4	57.00	2.30
Meghna	RMM16	17-Jan-96	5	78.00	.60
Meghna	RMM16	17-Jan-96	6	95.00	-.41
Meghna	RMM16	17-Jan-96	7	104.00	.64
Meghna	RMM16	17-Jan-96	8	123.00	2.30
Meghna	RMM16	17-Jan-96	9	132.00	4.80
Meghna	RMM16	17-Jan-96	10	144.00	5.10
Meghna	RMM16	17-Jan-96	11	160.00	2.84
Meghna	RMM16	17-Jan-96	12	194.00	.64
Meghna	RMM16	17-Jan-96	13	237.00	-2.76
Meghna	RMM16	17-Jan-96	14	282.00	-5.66
Meghna	RMM16	17-Jan-96	15	324.00	-7.66
Meghna	RMM16	17-Jan-96	16	370.00	-7.76
Meghna	RMM16	17-Jan-96	17	413.00	-8.26
Meghna	RMM16	17-Jan-96	18	458.00	-7.66
Meghna	RMM16	17-Jan-96	19	500.00	-7.16
Meghna	RMM16	17-Jan-96	20	545.00	-6.16
Meghna	RMM16	17-Jan-96	21	589.00	-3.76
Meghna	RMM16	17-Jan-96	22	631.00	-1.41
Meghna	RMM16	17-Jan-96	23	676.00	.14
Meghna	RMM16	17-Jan-96	24	725.00	1.44
Meghna	RMM16	17-Jan-96	25	780.00	2.84

Meghna	RMM16	17-Jan-96	26	805.00	3.31
Meghna	RMM16	17-Jan-96	27	825.00	3.50
Meghna	RMM16	17-Jan-96	28	885.00	4.62
Meghna	RMM16	17-Jan-96	29	920.00	4.66
Meghna	RMM16	17-Jan-96	30	942.00	2.88
Meghna	RMM16	17-Jan-96	31	958.00	1.78
Meghna	RMM16	17-Jan-96	32	972.00	2.88
Meghna	RMM16	17-Jan-96	33	1000.00	3.10
Meghna	RMM16	17-Jan-96	34	1117.00	4.69
Meghna	RMM16	17-Jan-96	35	1177.00	4.68
Meghna	RMM16	17-Jan-96	36	1237.00	4.02
Meghna	RMM16	17-Jan-96	37	1297.00	4.55
Meghna	RMM16	17-Jan-96	38	1357.00	4.78
Meghna	RMM16	17-Jan-96	39	1417.00	4.56
Meghna	RMM16	17-Jan-96	40	1477.00	3.81
Meghna	RMM16	17-Jan-96	41	1537.00	3.55
Meghna	RMM16	17-Jan-96	42	1597.00	3.30
Meghna	RMM16	17-Jan-96	43	1632.00	3.15
Meghna	RMM16	17-Jan-96	44	1692.00	2.75
Meghna	RMM16	17-Jan-96	45	1752.00	2.48
Meghna	RMM16	17-Jan-96	46	1812.00	2.12
Meghna	RMM16	17-Jan-96	47	1872.00	2.25
Meghna	RMM16	17-Jan-96	48	1932.00	2.35
Meghna	RMM16	17-Jan-96	49	1992.00	1.95
Meghna	RMM16	17-Jan-96	50	2017.00	3.98
Meghna	RMM16	17-Jan-96	51	2021.00	8.15
Meghna	RMM16	17-Jan-96	52	2024.00	8.15
Meghna	RMM16	17-Jan-96	53	2028.00	5.26
Meghna	RMM16	17-Jan-96	54	2088.00	4.51
Meghna	RMM16	17-Jan-96	55	2148.00	4.38
Meghna	RMM16	17-Jan-96	56	2208.00	4.55
Meghna	RMM16	17-Jan-96	57	2268.00	4.53
Meghna	RMM16	17-Jan-96	58	2281.00	4.75
Meghna	RMM16	17-Jan-96	59	2281.00	5.22
Meghna	RMM16	17-Jan-96	60	2341.00	5.07
Meghna	RMM16	17-Jan-96	61	2401.00	5.38
Meghna	RMM16	17-Jan-96	62	2461.00	5.40
Meghna	RMM16	17-Jan-96	63	2521.00	5.67
Meghna	RMM16	17-Jan-96	64	2561.00	5.72
Meghna	RMM16	17-Jan-96	65	2561.00	6.11
Meghna	RMM16	01-Jan-98	1	0.00	5.89
Meghna	RMM16	01-Jan-98	2	0.00	5.72
Meghna	RMM16	01-Jan-98	3	48.00	5.28
Meghna	RMM16	01-Jan-98	4	58.00	1.80
Meghna	RMM16	01-Jan-98	5	79.00	.80
Meghna	RMM16	01-Jan-98	6	100.00	.80

Meghna	RMM16	01-Jan-98	7	122.00	1.80
Meghna	RMM16	01-Jan-98	8	133.00	4.90
Meghna	RMM16	01-Jan-98	9	148.00	2.10
Meghna	RMM16	01-Jan-98	10	154.00	1.70
Meghna	RMM16	01-Jan-98	11	202.00	-.90
Meghna	RMM16	01-Jan-98	12	252.00	-3.20
Meghna	RMM16	01-Jan-98	13	301.00	-6.30
Meghna	RMM16	01-Jan-98	14	352.00	-8.10
Meghna	RMM16	01-Jan-98	15	399.00	-8.00
Meghna	RMM16	01-Jan-98	16	449.00	-8.80
Meghna	RMM16	01-Jan-98	17	502.00	-8.20
Meghna	RMM16	01-Jan-98	18	546.00	-7.70
Meghna	RMM16	01-Jan-98	19	596.00	-6.80
Meghna	RMM16	01-Jan-98	20	647.00	-4.30
Meghna	RMM16	01-Jan-98	21	696.00	-2.40
Meghna	RMM16	01-Jan-98	22	745.00	-.20
Meghna	RMM16	01-Jan-98	23	782.00	1.70
Meghna	RMM16	01-Jan-98	24	827.00	3.48
Meghna	RMM16	01-Jan-98	25	890.00	4.62
Meghna	RMM16	01-Jan-98	26	923.00	4.60
Meghna	RMM16	01-Jan-98	27	940.00	2.91
Meghna	RMM16	01-Jan-98	28	960.00	1.80
Meghna	RMM16	01-Jan-98	29	975.00	2.87
Meghna	RMM16	01-Jan-98	30	1001.00	3.10
Meghna	RMM16	01-Jan-98	31	1120.00	4.70
Meghna	RMM16	01-Jan-98	32	1180.00	4.75
Meghna	RMM16	01-Jan-98	33	1240.00	4.13
Meghna	RMM16	01-Jan-98	34	1300.00	4.50
Meghna	RMM16	01-Jan-98	35	1360.00	4.75
Meghna	RMM16	01-Jan-98	36	1420.00	4.48
Meghna	RMM16	01-Jan-98	37	1480.00	3.87
Meghna	RMM16	01-Jan-98	38	1540.00	3.70
Meghna	RMM16	01-Jan-98	39	1600.00	3.00
Meghna	RMM16	01-Jan-98	40	1630.00	3.20
Meghna	RMM16	01-Jan-98	41	1690.00	2.90
Meghna	RMM16	01-Jan-98	42	1750.00	2.45
Meghna	RMM16	01-Jan-98	43	1850.00	2.00
Meghna	RMM16	01-Jan-98	44	1870.00	2.30
Meghna	RMM16	01-Jan-98	45	1930.00	2.40
Meghna	RMM16	01-Jan-98	46	1990.00	2.10
Meghna	RMM16	01-Jan-98	47	2017.00	3.95
Meghna	RMM16	01-Jan-98	48	2021.00	8.11
Meghna	RMM16	01-Jan-98	49	2024.00	8.13
Meghna	RMM16	01-Jan-98	50	2028.00	5.25
Meghna	RMM16	01-Jan-98	51	2088.00	4.50
Meghna	RMM16	01-Jan-98	52	2150.00	4.38
Meghna	RMM16	01-Jan-98	53	2208.00	4.55



Meghna	RMM16	01-Jan-98	54	2270.00	4.66
Meghna	RMM16	01-Jan-98	55	2281.00	4.75
Meghna	RMM16	01-Jan-98	56	2281.00	5.22
Meghna	RMM16	01-Jan-98	57	2340.00	5.00
Meghna	RMM16	01-Jan-98	58	2400.00	5.40
Meghna	RMM16	01-Jan-98	59	2460.00	5.46
Meghna	RMM16	01-Jan-98	60	2520.00	5.66
Meghna	RMM16	01-Jan-98	61	2561.00	5.72
Meghna	RMM16	01-Jan-98	62	2561.00	6.11
Meghna	RMM16	29-Dec-98	1	0.00	5.89
Meghna	RMM16	29-Dec-98	2	0.00	5.70
Meghna	RMM16	29-Dec-98	3	48.00	5.30
Meghna	RMM16	29-Dec-98	4	58.00	1.40
Meghna	RMM16	29-Dec-98	5	79.00	.30
Meghna	RMM16	29-Dec-98	6	100.00	.25
Meghna	RMM16	29-Dec-98	7	123.00	1.40
Meghna	RMM16	29-Dec-98	8	131.00	1.80
Meghna	RMM16	29-Dec-98	9	149.00	1.85
Meghna	RMM16	29-Dec-98	10	197.00	-.85
Meghna	RMM16	29-Dec-98	11	245.00	-3.15
Meghna	RMM16	29-Dec-98	12	293.00	-6.15
Meghna	RMM16	29-Dec-98	13	341.00	-8.15
Meghna	RMM16	29-Dec-98	14	389.00	-7.95
Meghna	RMM16	29-Dec-98	15	437.00	-8.75
Meghna	RMM16	29-Dec-98	16	485.00	-8.05
Meghna	RMM16	29-Dec-98	17	533.00	-7.65
Meghna	RMM16	29-Dec-98	18	582.00	-6.75
Meghna	RMM16	29-Dec-98	19	632.00	-4.45
Meghna	RMM16	29-Dec-98	20	661.00	-3.15
Meghna	RMM16	29-Dec-98	21	728.00	-.15
Meghna	RMM16	29-Dec-98	22	782.00	1.85
Meghna	RMM16	29-Dec-98	23	828.00	3.50
Meghna	RMM16	29-Dec-98	24	890.00	4.60
Meghna	RMM16	29-Dec-98	25	924.00	4.56
Meghna	RMM16	29-Dec-98	26	940.00	2.86
Meghna	RMM16	29-Dec-98	27	960.00	1.82
Meghna	RMM16	29-Dec-98	28	975.00	2.90
Meghna	RMM16	29-Dec-98	29	1000.00	3.06
Meghna	RMM16	29-Dec-98	30	1120.00	4.75
Meghna	RMM16	29-Dec-98	31	1180.00	4.70
Meghna	RMM16	29-Dec-98	32	1240.00	4.10
Meghna	RMM16	29-Dec-98	33	1300.00	4.50
Meghna	RMM16	29-Dec-98	34	1360.00	4.70
Meghna	RMM16	29-Dec-98	35	1420.00	4.50
Meghna	RMM16	29-Dec-98	36	1480.00	3.80
Meghna	RMM16	29-Dec-98	37	1540.00	3.70
Meghna	RMM16	29-Dec-98	38	1600.00	3.30
Meghna	RMM16	29-Dec-98	39	1620.00	3.10
Meghna	RMM16	29-Dec-98	40	1690.00	2.85
Meghna	RMM16	29-Dec-98	41	1750.00	2.50

Meghna	RMM16	29-Dec-98	42	1850.00	2.10
Meghna	RMM16	29-Dec-98	43	1870.00	2.50
Meghna	RMM16	29-Dec-98	44	1930.00	2.30
Meghna	RMM16	29-Dec-98	45	1990.00	2.00
Meghna	RMM16	29-Dec-98	46	2017.00	3.90
Meghna	RMM16	29-Dec-98	47	2021.00	8.12
Meghna	RMM16	29-Dec-98	48	2024.00	8.13
Meghna	RMM16	29-Dec-98	49	2028.00	5.20
Meghna	RMM16	29-Dec-98	50	2088.00	4.50
Meghna	RMM16	29-Dec-98	51	2150.00	4.35
Meghna	RMM16	29-Dec-98	52	2208.00	4.50
Meghna	RMM16	29-Dec-98	53	2270.00	4.60
Meghna	RMM16	29-Dec-98	54	2281.00	4.75
Meghna	RMM16	29-Dec-98	55	2281.00	5.20
Meghna	RMM16	29-Dec-98	56	2340.00	5.10
Meghna	RMM16	29-Dec-98	57	2400.00	5.40
Meghna	RMM16	29-Dec-98	58	2460.00	5.46
Meghna	RMM16	29-Dec-98	59	2520.00	5.66
Meghna	RMM16	29-Dec-98	60	2561.00	5.72
Meghna	RMM16	29-Dec-98	61	2561.00	6.11
Meghna	RMM16	20-Apr-02	1	0.00	5.89
Meghna	RMM16	20-Apr-02	2	0.00	5.53
Meghna	RMM16	20-Apr-02	3	46.00	4.95
Meghna	RMM16	20-Apr-02	4	62.00	2.38
Meghna	RMM16	20-Apr-02	5	92.00	2.46
Meghna	RMM16	20-Apr-02	6	130.00	4.66
Meghna	RMM16	20-Apr-02	7	154.00	2.15
Meghna	RMM16	20-Apr-02	8	205.00	1.15
Meghna	RMM16	20-Apr-02	9	252.00	.16
Meghna	RMM16	20-Apr-02	10	309.00	-.34
Meghna	RMM16	20-Apr-02	11	363.00	-4.84
Meghna	RMM16	20-Apr-02	12	415.00	-7.05
Meghna	RMM16	20-Apr-02	13	464.00	-9.85
Meghna	RMM16	20-Apr-02	14	518.00	-7.84
Meghna	RMM16	20-Apr-02	15	564.00	-3.85
Meghna	RMM16	20-Apr-02	16	623.00	-1.85
Meghna	RMM16	20-Apr-02	17	668.00	1.15
Meghna	RMM16	20-Apr-02	18	722.00	1.65
Meghna	RMM16	20-Apr-02	19	774.00	2.15
Meghna	RMM16	20-Apr-02	20	809.00	3.51
Meghna	RMM16	20-Apr-02	21	869.00	4.76
Meghna	RMM16	20-Apr-02	22	926.00	4.51
Meghna	RMM16	20-Apr-02	23	944.00	2.11
Meghna	RMM16	20-Apr-02	24	956.00	1.65
Meghna	RMM16	20-Apr-02	25	968.00	1.36
Meghna	RMM16	20-Apr-02	26	980.00	.31
Meghna	RMM16	20-Apr-02	27	992.00	1.11
Meghna	RMM16	20-Apr-02	28	1004.00	1.50

Meghna	RMM16	20-Apr-02	29	1016.00	2.11
Meghna	RMM16	20-Apr-02	30	1026.00	4.57
Meghna	RMM16	20-Apr-02	31	1038.00	5.36
Meghna	RMM16	20-Apr-02	32	1138.00	4.68
Meghna	RMM16	20-Apr-02	33	1198.00	3.40
Meghna	RMM16	20-Apr-02	34	1258.00	3.22
Meghna	RMM16	20-Apr-02	35	1318.00	4.19
Meghna	RMM16	20-Apr-02	36	1378.00	3.94
Meghna	RMM16	20-Apr-02	37	1418.00	3.83
Meghna	RMM16	20-Apr-02	38	1478.00	3.31
Meghna	RMM16	20-Apr-02	39	1538.00	3.70
Meghna	RMM16	20-Apr-02	40	1598.00	3.36
Meghna	RMM16	20-Apr-02	41	1658.00	3.29
Meghna	RMM16	20-Apr-02	42	1700.00	2.91
Meghna	RMM16	20-Apr-02	43	1734.00	3.17
Meghna	RMM16	20-Apr-02	44	1764.00	3.51
Meghna	RMM16	20-Apr-02	45	1810.00	3.77
Meghna	RMM16	20-Apr-02	46	1819.00	2.00
Meghna	RMM16	20-Apr-02	47	1845.00	1.70
Meghna	RMM16	20-Apr-02	48	1873.00	1.50
Meghna	RMM16	20-Apr-02	49	1900.00	1.60
Meghna	RMM16	20-Apr-02	50	1928.00	1.75
Meghna	RMM16	20-Apr-02	51	1956.00	2.00
Meghna	RMM16	20-Apr-02	52	1968.00	4.95
Meghna	RMM16	20-Apr-02	53	2009.00	4.94
Meghna	RMM16	20-Apr-02	54	2021.00	5.76
Meghna	RMM16	20-Apr-02	55	2024.00	5.78
Meghna	RMM16	20-Apr-02	56	2084.00	5.32
Meghna	RMM16	20-Apr-02	57	2144.00	5.22
Meghna	RMM16	20-Apr-02	58	2204.00	5.05
Meghna	RMM16	20-Apr-02	59	2244.00	4.99
Meghna	RMM16	20-Apr-02	60	2281.00	4.72
Meghna	RMM16	20-Apr-02	61	2281.00	5.22
Meghna	RMM16	20-Apr-02	62	2341.00	5.01
Meghna	RMM16	20-Apr-02	63	2401.00	5.36
Meghna	RMM16	20-Apr-02	64	2461.00	5.44
Meghna	RMM16	20-Apr-02	65	2521.00	5.59
Meghna	RMM16	20-Apr-02	66	2561.00	5.80
Meghna	RMM16	20-Apr-02	67	2561.00	6.12
Meghna	RMM16	16-Nov-03	1	0.00	5.89
Meghna	RMM16	16-Nov-03	2	0.00	5.62
Meghna	RMM16	16-Nov-03	3	46.00	4.93
Meghna	RMM16	16-Nov-03	4	62.00	2.50
Meghna	RMM16	16-Nov-03	5	92.00	2.48
Meghna	RMM16	16-Nov-03	6	130.00	4.66
Meghna	RMM16	16-Nov-03	7	154.00	1.60
Meghna	RMM16	16-Nov-03	8	200.00	1.20
Meghna	RMM16	16-Nov-03	9	312.00	.50

Meghna	RMM16	16-Nov-03	10	360.00	-.50
Meghna	RMM16	16-Nov-03	11	415.00	-4.00
Meghna	RMM16	16-Nov-03	12	465.00	-7.60
Meghna	RMM16	16-Nov-03	13	520.00	-9.00
Meghna	RMM16	16-Nov-03	14	565.00	-7.50
Meghna	RMM16	16-Nov-03	15	625.00	-3.70
Meghna	RMM16	16-Nov-03	16	670.00	-1.50
Meghna	RMM16	16-Nov-03	17	720.00	1.20
Meghna	RMM16	16-Nov-03	18	770.00	1.40
Meghna	RMM16	16-Nov-03	19	775.00	1.60
Meghna	RMM16	16-Nov-03	20	810.00	3.65
Meghna	RMM16	16-Nov-03	21	970.00	4.70
Meghna	RMM16	16-Nov-03	22	926.00	4.51
Meghna	RMM16	16-Nov-03	23	946.00	1.61
Meghna	RMM16	16-Nov-03	24	955.00	1.50
Meghna	RMM16	16-Nov-03	25	970.00	1.30
Meghna	RMM16	16-Nov-03	26	980.00	.50
Meghna	RMM16	16-Nov-03	27	990.00	1.20
Meghna	RMM16	16-Nov-03	28	1005.00	1.50
Meghna	RMM16	16-Nov-03	29	1017.00	1.61
Meghna	RMM16	16-Nov-03	30	1020.00	4.60
Meghna	RMM16	16-Nov-03	31	1038.00	5.40
Meghna	RMM16	16-Nov-03	32	1145.00	4.72
Meghna	RMM16	16-Nov-03	33	1200.00	3.42
Meghna	RMM16	16-Nov-03	34	1260.00	3.32
Meghna	RMM16	16-Nov-03	35	1320.00	4.15
Meghna	RMM16	16-Nov-03	36	1380.00	3.80
Meghna	RMM16	16-Nov-03	37	1420.00	3.81
Meghna	RMM16	16-Nov-03	38	1480.00	3.82
Meghna	RMM16	16-Nov-03	39	1540.00	3.71
Meghna	RMM16	16-Nov-03	40	1599.00	3.40
Meghna	RMM16	16-Nov-03	41	1660.00	3.30
Meghna	RMM16	16-Nov-03	42	1700.00	3.00
Meghna	RMM16	16-Nov-03	43	1735.00	3.20
Meghna	RMM16	16-Nov-03	44	1765.00	3.60
Meghna	RMM16	16-Nov-03	45	1810.00	3.72
Meghna	RMM16	16-Nov-03	46	1816.00	1.71
Meghna	RMM16	16-Nov-03	47	1845.00	1.70
Meghna	RMM16	16-Nov-03	48	1875.00	1.60
Meghna	RMM16	16-Nov-03	49	1900.00	1.60
Meghna	RMM16	16-Nov-03	50	1930.00	1.60
Meghna	RMM16	16-Nov-03	51	1956.00	1.71
Meghna	RMM16	16-Nov-03	52	1970.00	4.92
Meghna	RMM16	16-Nov-03	53	2009.00	4.91
Meghna	RMM16	16-Nov-03	54	2021.00	5.37
Meghna	RMM16	16-Nov-03	55	2024.00	5.70
Meghna	RMM16	16-Nov-03	56	2085.00	5.31
Meghna	RMM16	16-Nov-03	57	2144.00	5.26

Meghna	RMM16	16-Nov-03	58	2205.00	5.10
Meghna	RMM16	16-Nov-03	59	2244.00	4.91
Meghna	RMM16	16-Nov-03	60	2281.00	4.80
Meghna	RMM16	16-Nov-03	61	2281.00	5.22
Meghna	RMM16	16-Nov-03	62	2341.00	5.10
Meghna	RMM16	16-Nov-03	63	2401.00	5.42
Meghna	RMM16	16-Nov-03	64	2461.00	5.60
Meghna	RMM16	16-Nov-03	65	2521.00	5.80
Meghna	RMM16	16-Nov-03	66	2521.00	6.12
Meghna	RMM16	23-Feb-05	1	0.00	5.89
Meghna	RMM16	23-Feb-05	2	0.00	5.60
Meghna	RMM16	23-Feb-05	3	46.00	4.95
Meghna	RMM16	23-Feb-05	4	62.00	2.51
Meghna	RMM16	23-Feb-05	5	92.00	2.46
Meghna	RMM16	23-Feb-05	6	130.00	4.68
Meghna	RMM16	23-Feb-05	7	158.00	1.45
Meghna	RMM16	23-Feb-05	8	200.00	.85
Meghna	RMM16	23-Feb-05	9	310.00	.50
Meghna	RMM16	23-Feb-05	10	355.00	-1.00
Meghna	RMM16	23-Feb-05	11	415.00	-4.50
Meghna	RMM16	23-Feb-05	12	460.00	-7.00
Meghna	RMM16	23-Feb-05	13	520.00	-9.00
Meghna	RMM16	23-Feb-05	14	565.00	-8.00
Meghna	RMM16	23-Feb-05	15	625.00	-3.80
Meghna	RMM16	23-Feb-05	16	675.00	-1.40
Meghna	RMM16	23-Feb-05	17	720.00	-1.20
Meghna	RMM16	23-Feb-05	18	765.00	1.40
Meghna	RMM16	23-Feb-05	19	775.00	1.45
Meghna	RMM16	23-Feb-05	20	810.00	.64
Meghna	RMM16	23-Feb-05	21	870.00	4.67
Meghna	RMM16	23-Feb-05	22	926.00	4.53
Meghna	RMM16	23-Feb-05	23	948.00	1.62
Meghna	RMM16	23-Feb-05	24	955.00	1.30
Meghna	RMM16	23-Feb-05	25	970.00	1.20
Meghna	RMM16	23-Feb-05	26	980.00	.50
Meghna	RMM16	23-Feb-05	27	990.00	.50
Meghna	RMM16	23-Feb-05	28	1005.00	1.10
Meghna	RMM16	23-Feb-05	29	1015.00	1.40
Meghna	RMM16	23-Feb-05	30	1020.00	4.62
Meghna	RMM16	23-Feb-05	31	1038.00	5.36
Meghna	RMM16	23-Feb-05	32	1145.00	4.70
Meghna	RMM16	23-Feb-05	33	1200.00	3.40
Meghna	RMM16	23-Feb-05	34	1260.00	3.31
Meghna	RMM16	23-Feb-05	35	1320.00	1.17
Meghna	RMM16	23-Feb-05	36	1380.00	3.78
Meghna	RMM16	23-Feb-05	37	1420.00	3.81

Meghna	RMM16	23-Feb-05	38	1480.00	3.80
Meghna	RMM16	23-Feb-05	39	1540.00	3.72
Meghna	RMM16	23-Feb-05	40	1599.00	3.37
Meghna	RMM16	23-Feb-05	41	1660.00	3.32
Meghna	RMM16	23-Feb-05	42	1700.00	2.98
Meghna	RMM16	23-Feb-05	43	1735.00	3.19
Meghna	RMM16	23-Feb-05	44	1765.00	3.62
Meghna	RMM16	23-Feb-05	45	1810.00	3.70
Meghna	RMM16	23-Feb-05	46	1818.00	1.68
Meghna	RMM16	23-Feb-05	47	1845.00	1.35
Meghna	RMM16	23-Feb-05	48	1875.00	1.30
Meghna	RMM16	23-Feb-05	49	1900.00	1.35
Meghna	RMM16	23-Feb-05	50	1930.00	1.38
Meghna	RMM16	23-Feb-05	51	1850.00	1.45
Meghna	RMM16	23-Feb-05	52	1970.00	4.90
Meghna	RMM16	23-Feb-05	53	2009.00	4.91
Meghna	RMM16	23-Feb-05	54	2021.00	5.67
Meghna	RMM16	23-Feb-05	55	2024.00	5.72
Meghna	RMM16	23-Feb-05	56	2085.00	5.33
Meghna	RMM16	23-Feb-05	57	2145.00	5.24
Meghna	RMM16	23-Feb-05	58	2205.00	5.11
Meghna	RMM16	23-Feb-05	59	2244.00	4.92
Meghna	RMM16	23-Feb-05	60	2281.00	4.77
Meghna	RMM16	23-Feb-05	61	2281.00	5.22
Meghna	RMM16	22-Apr-06	1	0.00	5.89
Meghna	RMM16	22-Apr-06	2	0.00	5.51
Meghna	RMM16	22-Apr-06	3	60.00	2.88
Meghna	RMM16	22-Apr-06	4	122.00	4.68
Meghna	RMM16	22-Apr-06	5	162.00	2.73
Meghna	RMM16	22-Apr-06	6	205.00	2.11
Meghna	RMM16	22-Apr-06	7	272.00	-.89
Meghna	RMM16	22-Apr-06	8	383.00	-3.89
Meghna	RMM16	22-Apr-06	9	400.00	-.89
Meghna	RMM16	22-Apr-06	10	472.00	-3.39
Meghna	RMM16	22-Apr-06	11	533.00	-5.89
Meghna	RMM16	22-Apr-06	12	602.00	-9.90
Meghna	RMM16	22-Apr-06	13	671.00	-9.40
Meghna	RMM16	22-Apr-06	14	734.00	-8.40
Meghna	RMM16	22-Apr-06	15	801.00	-6.39
Meghna	RMM16	22-Apr-06	16	870.00	-3.89
Meghna	RMM16	22-Apr-06	17	937.00	2.11
Meghna	RMM16	22-Apr-06	18	967.00	2.86
Meghna	RMM16	22-Apr-06	19	1035.00	3.52
Meghna	RMM16	22-Apr-06	20	1210.00	3.46

Meghna	RMM16	22-Apr-06	21	1270.00	3.69
Meghna	RMM16	22-Apr-06	22	1330.00	3.44
Meghna	RMM16	22-Apr-06	23	1390.00	3.87
Meghna	RMM16	22-Apr-06	24	1450.00	3.61
Meghna	RMM16	22-Apr-06	25	1510.00	3.46
Meghna	RMM16	22-Apr-06	26	1565.00	3.83
Meghna	RMM16	22-Apr-06	27	1585.00	3.66
Meghna	RMM16	22-Apr-06	28	1645.00	3.29
Meghna	RMM16	22-Apr-06	29	1705.00	2.98
Meghna	RMM16	22-Apr-06	30	1765.00	3.49
Meghna	RMM16	22-Apr-06	31	1803.00	3.76
Meghna	RMM16	22-Apr-06	32	1813.00	2.11
Meghna	RMM16	22-Apr-06	33	1840.00	1.51
Meghna	RMM16	22-Apr-06	34	1871.00	1.11
Meghna	RMM16	22-Apr-06	35	1897.00	1.36
Meghna	RMM16	22-Apr-06	36	1928.00	1.61
Meghna	RMM16	22-Apr-06	37	1955.00	3.11
Meghna	RMM16	22-Apr-06	38	1969.00	4.90
Meghna	RMM16	22-Apr-06	39	2009.00	4.89
Meghna	RMM16	22-Apr-06	40	2021.00	5.76
Meghna	RMM16	22-Apr-06	41	2024.00	5.74
Meghna	RMM16	22-Apr-06	42	2084.00	5.33
Meghna	RMM16	22-Apr-06	43	2144.00	5.31
Meghna	RMM16	22-Apr-06	44	2204.00	5.25
Meghna	RMM16	22-Apr-06	45	2264.00	5.01
Meghna	RMM16	22-Apr-06	46	2281.00	4.97
Meghna	RMM16	22-Apr-06	47	2341.00	4.71
Meghna	RMM16	22-Apr-06	48	2341.00	5.22
Meghna	RMM16	22-Apr-06	49	2401.00	5.37
Meghna	RMM16	22-Apr-06	50	2461.00	5.36
Meghna	RMM16	22-Apr-06	51	2521.00	5.43
Meghna	RMM16	22-Apr-06	52	2561.00	5.78
Meghna	RMM16	22-Apr-06	53	2561.00	6.12
Meghna	RMM16	05-Sep-08	1	0.00	5.89
Meghna	RMM16	05-Sep-08	2	0.00	5.41
Meghna	RMM16	05-Sep-08	3	50.00	2.90
Meghna	RMM16	05-Sep-08	4	100.00	3.12
Meghna	RMM16	05-Sep-08	5	119.00	4.51
Meghna	RMM16	05-Sep-08	6	125.00	2.40
Meghna	RMM16	05-Sep-08	7	185.00	.90
Meghna	RMM16	05-Sep-08	8	245.00	.40
Meghna	RMM16	05-Sep-08	9	305.00	-2.60
Meghna	RMM16	05-Sep-08	10	365.00	-4.10
Meghna	RMM16	05-Sep-08	11	425.00	-6.60

Meghna	RMM16	05-Sep-08	12	485.00	-8.60
Meghna	RMM16	05-Sep-08	13	545.00	-9.11
Meghna	RMM16	05-Sep-08	14	605.00	-7.60
Meghna	RMM16	05-Sep-08	15	665.00	-6.60
Meghna	RMM16	05-Sep-08	16	725.00	-3.60
Meghna	RMM16	05-Sep-08	17	785.00	-1.10
Meghna	RMM16	05-Sep-08	18	845.00	-.60
Meghna	RMM16	05-Sep-08	19	905.00	.40
Meghna	RMM16	05-Sep-08	20	950.00	.90
Meghna	RMM16	05-Sep-08	21	970.00	1.40
Meghna	RMM16	05-Sep-08	22	980.00	1.90
Meghna	RMM16	05-Sep-08	23	988.00	2.40
Meghna	RMM16	05-Sep-08	24	1019.00	3.60
Meghna	RMM16	05-Sep-08	25	1271.00	3.65
Meghna	RMM16	05-Sep-08	26	1300.00	3.66
Meghna	RMM16	05-Sep-08	27	1350.00	3.45
Meghna	RMM16	05-Sep-08	28	1400.00	3.41
Meghna	RMM16	05-Sep-08	29	1450.00	3.21
Meghna	RMM16	05-Sep-08	30	1500.00	3.22
Meghna	RMM16	05-Sep-08	31	1550.00	3.21
Meghna	RMM16	05-Sep-08	32	1600.00	3.15
Meghna	RMM16	05-Sep-08	33	1650.00	3.41
Meghna	RMM16	05-Sep-08	34	1700.00	3.35
Meghna	RMM16	05-Sep-08	35	1750.00	3.55
Meghna	RMM16	05-Sep-08	36	1800.00	3.70
Meghna	RMM16	05-Sep-08	37	1801.00	2.42
Meghna	RMM16	05-Sep-08	38	1831.00	1.92
Meghna	RMM16	05-Sep-08	39	1861.00	1.42
Meghna	RMM16	05-Sep-08	40	1891.00	.92
Meghna	RMM16	05-Sep-08	41	1921.00	.82
Meghna	RMM16	05-Sep-08	42	1951.00	.92
Meghna	RMM16	05-Sep-08	43	1981.00	1.42
Meghna	RMM16	05-Sep-08	44	1986.00	2.42
Meghna	RMM16	05-Sep-08	45	1989.00	4.25
Meghna	RMM16	05-Sep-08	46	2000.00	4.30
Meghna	RMM16	05-Sep-08	47	2009.00	4.35
Meghna	RMM16	05-Sep-08	48	2021.00	4.97
Meghna	RMM16	05-Sep-08	49	2024.00	5.76
Meghna	RMM16	05-Sep-08	50	2084.00	5.74
Meghna	RMM16	05-Sep-08	51	2127.00	5.30
Meghna	RMM16	05-Sep-08	52	2150.00	5.13
Meghna	RMM16	05-Sep-08	53	2200.00	5.52
Meghna	RMM16	05-Sep-08	54	2250.00	5.41
Meghna	RMM16	05-Sep-08	55	2300.00	5.32
Meghna	RMM16	05-Sep-08	56	2341.00	4.76
Meghna	RMM16	05-Sep-08	57	2341.00	5.22
Meghna	RMM16	05-Sep-08	58	2350.00	5.74
Meghna	RMM16	05-Sep-08	59	2400.00	5.64



Meghna	RMM16	05-Sep-08	60	2450.00	5.70
Meghna	RMM16	05-Sep-08	61	2500.00	5.68
Meghna	RMM16	05-Sep-08	62	2550.00	5.50
Meghna	RMM16	05-Sep-08	63	2561.00	5.85
Meghna	RMM16	05-Sep-08	64	2561.00	6.12
Meghna	RMM16	01-Feb-09	1	0.00	5.89
Meghna	RMM16	01-Feb-09	2	0.00	5.41
Meghna	RMM16	01-Feb-09	3	50.00	2.95
Meghna	RMM16	01-Feb-09	4	100.00	3.15
Meghna	RMM16	01-Feb-09	5	110.00	4.10
Meghna	RMM16	01-Feb-09	6	126.00	1.43
Meghna	RMM16	01-Feb-09	7	130.00	-.57
Meghna	RMM16	01-Feb-09	8	150.00	-2.62
Meghna	RMM16	01-Feb-09	9	200.00	-4.57
Meghna	RMM16	01-Feb-09	10	250.00	-5.57
Meghna	RMM16	01-Feb-09	11	300.00	-6.57
Meghna	RMM16	01-Feb-09	12	350.00	-7.87
Meghna	RMM16	01-Feb-09	13	400.00	-7.57
Meghna	RMM16	01-Feb-09	14	450.00	-7.32
Meghna	RMM16	01-Feb-09	15	500.00	-7.07
Meghna	RMM16	01-Feb-09	16	550.00	-6.57
Meghna	RMM16	01-Feb-09	17	600.00	-5.97
Meghna	RMM16	01-Feb-09	18	650.00	-5.57
Meghna	RMM16	01-Feb-09	19	700.00	-4.57
Meghna	RMM16	01-Feb-09	20	750.00	-3.14
Meghna	RMM16	01-Feb-09	21	800.00	-2.57
Meghna	RMM16	01-Feb-09	22	850.00	-.57
Meghna	RMM16	01-Feb-09	23	900.00	.43
Meghna	RMM16	01-Feb-09	24	950.00	.93
Meghna	RMM16	01-Feb-09	25	989.00	1.43
Meghna	RMM16	01-Feb-09	26	1020.00	3.70
Meghna	RMM16	01-Feb-09	27	1270.00	3.75
Meghna	RMM16	01-Feb-09	28	1300.00	3.80
Meghna	RMM16	01-Feb-09	29	1350.00	3.85
Meghna	RMM16	01-Feb-09	30	1400.00	3.90
Meghna	RMM16	01-Feb-09	31	1500.00	3.95
Meghna	RMM16	01-Feb-09	32	1550.00	3.85
Meghna	RMM16	01-Feb-09	33	1600.00	3.88
Meghna	RMM16	01-Feb-09	34	1650.00	3.87
Meghna	RMM16	01-Feb-09	35	1700.00	3.80
Meghna	RMM16	01-Feb-09	36	1750.00	3.90
Meghna	RMM16	01-Feb-09	37	1800.00	3.70
Meghna	RMM16	01-Feb-09	38	1803.00	1.45
Meghna	RMM16	01-Feb-09	39	1830.00	.95
Meghna	RMM16	01-Feb-09	40	1860.00	.45
Meghna	RMM16	01-Feb-09	41	1890.00	-.05

Meghna	RMM16	01-Feb-09	42	1920.00	-.15
Meghna	RMM16	01-Feb-09	43	1950.00	.45
Meghna	RMM16	01-Feb-09	44	1988.00	1.45
Meghna	RMM16	01-Feb-09	45	2000.00	3.36
Meghna	RMM16	01-Feb-09	46	2009.00	4.40
Meghna	RMM16	01-Feb-09	47	2021.00	5.76
Meghna	RMM16	01-Feb-09	48	2024.00	5.74
Meghna	RMM16	01-Feb-09	49	2084.00	5.30
Meghna	RMM16	01-Feb-09	50	2100.00	5.25
Meghna	RMM16	01-Feb-09	51	2150.00	5.30
Meghna	RMM16	01-Feb-09	52	2200.00	5.71
Meghna	RMM16	01-Feb-09	53	2250.00	5.65
Meghna	RMM16	01-Feb-09	54	2300.00	5.67
Meghna	RMM16	01-Feb-09	55	2341.00	4.76
Meghna	RMM16	01-Feb-09	56	2341.00	5.22
Meghna	RMM16	01-Feb-09	57	2350.00	5.40
Meghna	RMM16	01-Feb-09	58	2400.00	5.41
Meghna	RMM16	01-Feb-09	59	2450.00	5.35
Meghna	RMM16	01-Feb-09	60	2500.00	5.40
Meghna	RMM16	01-Feb-09	61	2550.00	5.33
Meghna	RMM16	01-Feb-09	62	2561.00	5.86
Meghna	RMM16	01-Feb-09	63	2561.00	6.12
Meghna	RMM16	01-Feb-10	1	0.00	5.89
Meghna	RMM16	01-Feb-10	2	0.00	5.41
Meghna	RMM16	01-Feb-10	3	50.00	3.03
Meghna	RMM16	01-Feb-10	4	100.00	3.14
Meghna	RMM16	01-Feb-10	5	115.00	3.46
Meghna	RMM16	01-Feb-10	6	125.00	1.40
Meghna	RMM16	01-Feb-10	7	140.00	.35
Meghna	RMM16	01-Feb-10	8	155.00	-.10
Meghna	RMM16	01-Feb-10	9	185.00	-.50
Meghna	RMM16	01-Feb-10	10	235.00	-4.00
Meghna	RMM16	01-Feb-10	11	260.00	-5.00
Meghna	RMM16	01-Feb-10	12	300.00	-5.50
Meghna	RMM16	01-Feb-10	13	350.00	-6.00
Meghna	RMM16	01-Feb-10	14	400.00	-6.50
Meghna	RMM16	01-Feb-10	15	450.00	-7.00
Meghna	RMM16	01-Feb-10	16	500.00	-7.10
Meghna	RMM16	01-Feb-10	17	550.00	-7.00
Meghna	RMM16	01-Feb-10	18	600.00	-6.00
Meghna	RMM16	01-Feb-10	19	660.00	-5.50
Meghna	RMM16	01-Feb-10	20	710.00	-5.20
Meghna	RMM16	01-Feb-10	21	755.00	-5.00

Meghna	RMM16	01-Feb-10	22	800.00	-4.50
Meghna	RMM16	01-Feb-10	23	850.00	-3.00
Meghna	RMM16	01-Feb-10	24	900.00	.05
Meghna	RMM16	01-Feb-10	25	930.00	.35
Meghna	RMM16	01-Feb-10	26	945.00	.85
Meghna	RMM16	01-Feb-10	27	988.00	1.40
Meghna	RMM16	01-Feb-10	28	1095.00	3.65
Meghna	RMM16	01-Feb-10	29	1135.00	3.70
Meghna	RMM16	01-Feb-10	30	1195.00	3.81
Meghna	RMM16	01-Feb-10	31	1230.00	3.90
Meghna	RMM16	01-Feb-10	32	1280.00	3.85
Meghna	RMM16	01-Feb-10	33	1335.00	3.71
Meghna	RMM16	01-Feb-10	34	1395.00	3.65
Meghna	RMM16	01-Feb-10	35	1450.00	3.80
Meghna	RMM16	01-Feb-10	36	1500.00	3.85
Meghna	RMM16	01-Feb-10	37	1550.00	3.73
Meghna	RMM16	01-Feb-10	38	1600.00	3.61
Meghna	RMM16	01-Feb-10	39	1650.00	3.78
Meghna	RMM16	01-Feb-10	40	1680.00	3.89
Meghna	RMM16	01-Feb-10	41	1730.00	3.75
Meghna	RMM16	01-Feb-10	42	1780.00	3.68
Meghna	RMM16	01-Feb-10	43	1788.00	1.45
Meghna	RMM16	01-Feb-10	44	1805.00	.80
Meghna	RMM16	01-Feb-10	45	1820.00	.40
Meghna	RMM16	01-Feb-10	46	1850.00	.05
Meghna	RMM16	01-Feb-10	47	1870.00	-.20
Meghna	RMM16	01-Feb-10	48	1890.00	-.35
Meghna	RMM16	01-Feb-10	49	1910.00	-.15
Meghna	RMM16	01-Feb-10	50	1930.00	.30
Meghna	RMM16	01-Feb-10	51	1950.00	.50
Meghna	RMM16	01-Feb-10	52	1970.00	.75
Meghna	RMM16	01-Feb-10	53	1982.00	1.45
Meghna	RMM16	01-Feb-10	54	2000.00	3.41
Meghna	RMM16	01-Feb-10	55	2009.00	3.50
Meghna	RMM16	01-Feb-10	56	2021.00	3.76
Meghna	RMM16	01-Feb-10	57	2024.00	3.77
Meghna	RMM16	01-Feb-10	58	2084.00	5.29
Meghna	RMM16	01-Feb-10	59	2110.00	5.27
Meghna	RMM16	01-Feb-10	60	2150.00	5.30
Meghna	RMM16	01-Feb-10	61	2200.00	5.65
Meghna	RMM16	01-Feb-10	62	2250.00	5.71
Meghna	RMM16	01-Feb-10	63	2300.00	5.70
Meghna	RMM16	01-Feb-10	64	2341.00	4.85
Meghna	RMM16	01-Feb-10	65	2341.00	5.22
Meghna	RMM16	01-Feb-10	66	2390.00	5.40
Meghna	RMM16	01-Feb-10	67	2440.00	5.39
Meghna	RMM16	01-Feb-10	68	2490.00	5.56

Meghna	RMM16	01-Feb-10	69	2520.00	5.48
Meghna	RMM16	01-Feb-10	70	2550.00	5.38
Meghna	RMM16	01-Feb-10	71	2561.00	5.87
Meghna	RMM16	01-Feb-10	72	2561.00	6.12
Meghna	RMM16	02-Mar-11	1	0.00	5.89
Meghna	RMM16	02-Mar-11	2	0.00	5.41
Meghna	RMM16	02-Mar-11	3	50.00	3.03
Meghna	RMM16	02-Mar-11	4	100.00	3.27
Meghna	RMM16	02-Mar-11	5	115.00	3.46
Meghna	RMM16	02-Mar-11	6	124.00	1.55
Meghna	RMM16	02-Mar-11	7	145.00	.53
Meghna	RMM16	02-Mar-11	8	160.00	-.21
Meghna	RMM16	02-Mar-11	9	200.00	-4.10
Meghna	RMM16	02-Mar-11	10	240.00	-4.00
Meghna	RMM16	02-Mar-11	11	280.00	-5.10
Meghna	RMM16	02-Mar-11	12	310.00	-5.51
Meghna	RMM16	02-Mar-11	13	360.00	-6.10
Meghna	RMM16	02-Mar-11	14	400.00	-6.51
Meghna	RMM16	02-Mar-11	15	430.00	-7.10
Meghna	RMM16	02-Mar-11	16	470.00	-7.10
Meghna	RMM16	02-Mar-11	17	520.00	-7.20
Meghna	RMM16	02-Mar-11	18	560.00	-7.00
Meghna	RMM16	02-Mar-11	19	600.00	-6.21
Meghna	RMM16	02-Mar-11	20	670.00	-5.67
Meghna	RMM16	02-Mar-11	21	710.00	-5.30
Meghna	RMM16	02-Mar-11	22	770.00	-5.20
Meghna	RMM16	02-Mar-11	23	830.00	-3.10
Meghna	RMM16	02-Mar-11	24	900.00	.07
Meghna	RMM16	02-Mar-11	25	947.00	.75
Meghna	RMM16	02-Mar-11	26	990.00	1.55
Meghna	RMM16	02-Mar-11	27	1096.00	3.66
Meghna	RMM16	02-Mar-11	28	1137.00	3.70
Meghna	RMM16	02-Mar-11	29	1180.00	3.80
Meghna	RMM16	02-Mar-11	30	1220.00	3.91
Meghna	RMM16	02-Mar-11	31	1280.00	3.86
Meghna	RMM16	02-Mar-11	32	1330.00	3.71
Meghna	RMM16	02-Mar-11	33	1375.00	3.54
Meghna	RMM16	02-Mar-11	34	1430.00	3.79
Meghna	RMM16	02-Mar-11	35	1480.00	3.80
Meghna	RMM16	02-Mar-11	36	1530.00	3.86
Meghna	RMM16	02-Mar-11	37	1580.00	3.73
Meghna	RMM16	02-Mar-11	38	1630.00	3.67
Meghna	RMM16	02-Mar-11	39	1680.00	3.80
Meghna	RMM16	02-Mar-11	40	1730.00	3.89
Meghna	RMM16	02-Mar-11	41	1780.00	3.68
Meghna	RMM16	02-Mar-11	42	1787.00	1.56
Meghna	RMM16	02-Mar-11	43	1810.00	.89
Meghna	RMM16	02-Mar-11	44	1830.00	.41

Meghna	RMM16	02-Mar-11	45	1860.00	-.31
Meghna	RMM16	02-Mar-11	46	1890.00	-.35
Meghna	RMM16	02-Mar-11	47	1930.00	-.26
Meghna	RMM16	02-Mar-11	48	1960.00	.41
Meghna	RMM16	02-Mar-11	49	1965.00	.73
Meghna	RMM16	02-Mar-11	50	1983.00	1.56
Meghna	RMM16	02-Mar-11	51	2000.00	3.40
Meghna	RMM16	02-Mar-11	52	2009.00	4.50
Meghna	RMM16	02-Mar-11	53	2021.00	5.66
Meghna	RMM16	02-Mar-11	54	2024.00	5.67
Meghna	RMM16	02-Mar-11	55	2084.00	5.20
Meghna	RMM16	02-Mar-11	56	2115.00	5.39
Meghna	RMM16	02-Mar-11	57	2170.00	5.28
Meghna	RMM16	02-Mar-11	58	2200.00	5.76
Meghna	RMM16	02-Mar-11	59	2250.00	5.69
Meghna	RMM16	02-Mar-11	60	2300.00	5.71
Meghna	RMM16	02-Mar-11	61	2341.00	4.85
Meghna	RMM16	02-Mar-11	62	2341.00	5.22
Meghna	RMM16	02-Mar-11	63	2380.00	5.50
Meghna	RMM16	02-Mar-11	64	2430.00	5.41
Meghna	RMM16	02-Mar-11	65	2490.00	5.50
Meghna	RMM16	02-Mar-11	66	2530.00	5.86
Meghna	RMM16	02-Mar-11	67	2561.00	5.87
Meghna	RMM16	02-Mar-11	68	2561.00	6.12
Meghna	RMM16	22-Feb-12	1	0.00	5.89
Meghna	RMM16	22-Feb-12	2	0.00	5.41
Meghna	RMM16	22-Feb-12	3	60.00	3.36
Meghna	RMM16	22-Feb-12	4	110.00	3.43
Meghna	RMM16	22-Feb-12	5	115.00	3.46
Meghna	RMM16	22-Feb-12	6	125.00	1.50
Meghna	RMM16	22-Feb-12	7	143.00	.41
Meghna	RMM16	22-Feb-12	8	162.00	-.30
Meghna	RMM16	22-Feb-12	9	207.00	-4.00
Meghna	RMM16	22-Feb-12	10	245.00	-4.21
Meghna	RMM16	22-Feb-12	11	283.00	-5.31
Meghna	RMM16	22-Feb-12	12	312.00	-5.40
Meghna	RMM16	22-Feb-12	13	367.00	-6.30
Meghna	RMM16	22-Feb-12	14	410.00	-6.30
Meghna	RMM16	22-Feb-12	15	435.00	-7.00
Meghna	RMM16	22-Feb-12	16	468.00	-7.20
Meghna	RMM16	22-Feb-12	17	522.00	-7.10
Meghna	RMM16	22-Feb-12	18	566.00	-7.30
Meghna	RMM16	22-Feb-12	19	610.00	-6.30
Meghna	RMM16	22-Feb-12	20	667.00	-5.50
Meghna	RMM16	22-Feb-12	21	750.00	-5.41
Meghna	RMM16	22-Feb-12	22	775.00	-5.30
Meghna	RMM16	22-Feb-12	23	836.00	-3.00
Meghna	RMM16	22-Feb-12	24	907.00	.60
Meghna	RMM16	22-Feb-12	25	950.00	.75
Meghna	RMM16	22-Feb-12	26	989.00	1.50

Meghna	RMM16	22-Feb-12	27	1096.00	3.66
Meghna	RMM16	22-Feb-12	28	1140.00	3.81
Meghna	RMM16	22-Feb-12	29	1190.00	3.71
Meghna	RMM16	22-Feb-12	30	1240.00	3.88
Meghna	RMM16	22-Feb-12	31	1285.00	3.66
Meghna	RMM16	22-Feb-12	32	1337.00	3.87
Meghna	RMM16	22-Feb-12	33	1380.00	3.46
Meghna	RMM16	22-Feb-12	34	1450.00	3.90
Meghna	RMM16	22-Feb-12	35	1541.00	3.89
Meghna	RMM16	22-Feb-12	36	1650.00	3.76
Meghna	RMM16	22-Feb-12	37	1680.00	3.66
Meghna	RMM16	22-Feb-12	38	1750.00	3.80
Meghna	RMM16	22-Feb-12	39	1780.00	3.68
Meghna	RMM16	22-Feb-12	40	1788.00	1.50
Meghna	RMM16	22-Feb-12	41	1820.00	.99
Meghna	RMM16	22-Feb-12	42	1832.00	.56
Meghna	RMM16	22-Feb-12	43	1867.00	-.21
Meghna	RMM16	22-Feb-12	44	1891.00	-.30
Meghna	RMM16	22-Feb-12	45	1919.00	-.27
Meghna	RMM16	22-Feb-12	46	1963.00	.56
Meghna	RMM16	22-Feb-12	47	1980.00	.86
Meghna	RMM16	22-Feb-12	48	1982.00	1.50
Meghna	RMM16	22-Feb-12	49	2000.00	3.40
Meghna	RMM16	22-Feb-12	50	2009.00	4.50
Meghna	RMM16	22-Feb-12	51	2021.00	5.66
Meghna	RMM16	22-Feb-12	52	2024.00	5.67
Meghna	RMM16	22-Feb-12	53	2084.00	5.20
Meghna	RMM16	22-Feb-12	54	2150.00	5.50
Meghna	RMM16	22-Feb-12	55	2230.00	5.70
Meghna	RMM16	22-Feb-12	56	2280.00	5.61
Meghna	RMM16	22-Feb-12	57	2320.00	5.51
Meghna	RMM16	22-Feb-12	58	2341.00	4.85
Meghna	RMM16	22-Feb-12	59	2341.00	5.22
Meghna	RMM16	22-Feb-12	60	2450.00	5.50
Meghna	RMM16	22-Feb-12	61	2530.00	5.80
Meghna	RMM16	22-Feb-12	62	2561.00	5.87
Meghna	RMM16	22-Feb-12	63	2561.00	6.12
Meghna	RMM16	15-Mar-13	1	0.00	5.13
Meghna	RMM16	15-Mar-13	2	0.00	5.05
Meghna	RMM16	15-Mar-13	3	50.00	4.71
Meghna	RMM16	15-Mar-13	4	100.00	4.70
Meghna	RMM16	15-Mar-13	5	150.00	3.90
Meghna	RMM16	15-Mar-13	6	160.00	1.80
Meghna	RMM16	15-Mar-13	7	198.00	.41
Meghna	RMM16	15-Mar-13	8	237.00	.03
Meghna	RMM16	15-Mar-13	9	260.00	-2.11
Meghna	RMM16	15-Mar-13	10	300.00	-4.10
Meghna	RMM16	15-Mar-13	11	360.00	-5.10
Meghna	RMM16	15-Mar-13	12	400.00	-5.30

Meghna	RMM16	15-Mar-13	13	460.00	-6.30
Meghna	RMM16	15-Mar-13	14	500.00	-6.41
Meghna	RMM16	15-Mar-13	15	560.00	-7.40
Meghna	RMM16	15-Mar-13	16	600.00	-7.51
Meghna	RMM16	15-Mar-13	17	660.00	-5.31
Meghna	RMM16	15-Mar-13	18	700.00	-5.50
Meghna	RMM16	15-Mar-13	19	760.00	-4.41
Meghna	RMM16	15-Mar-13	20	800.00	-2.71
Meghna	RMM16	15-Mar-13	21	860.00	-2.67
Meghna	RMM16	15-Mar-13	22	900.00	-1.31
Meghna	RMM16	15-Mar-13	23	930.00	.63
Meghna	RMM16	15-Mar-13	24	960.00	1.80
Meghna	RMM16	15-Mar-13	25	970.00	3.49
Meghna	RMM16	15-Mar-13	26	1031.00	3.56
Meghna	RMM16	15-Mar-13	27	1080.00	3.91
Meghna	RMM16	15-Mar-13	28	1130.00	3.80
Meghna	RMM16	15-Mar-13	29	1180.00	3.60
Meghna	RMM16	15-Mar-13	30	1230.00	3.51
Meghna	RMM16	15-Mar-13	31	1280.00	4.00
Meghna	RMM16	15-Mar-13	32	1330.00	4.60
Meghna	RMM16	15-Mar-13	33	1380.00	4.59
Meghna	RMM16	15-Mar-13	34	1450.00	4.30
Meghna	RMM16	15-Mar-13	35	1510.00	4.41
Meghna	RMM16	15-Mar-13	36	1560.00	4.60
Meghna	RMM16	15-Mar-13	37	1610.00	4.81
Meghna	RMM16	15-Mar-13	38	1660.00	4.80
Meghna	RMM16	15-Mar-13	39	1705.00	4.40
Meghna	RMM16	15-Mar-13	40	1765.00	4.39
Meghna	RMM16	15-Mar-13	41	1810.00	4.60
Meghna	RMM16	15-Mar-13	42	1880.00	3.50
Meghna	RMM16	15-Mar-13	43	1890.00	1.80
Meghna	RMM16	15-Mar-13	44	1920.00	.80
Meghna	RMM16	15-Mar-13	45	1930.00	.61
Meghna	RMM16	15-Mar-13	46	1950.00	.43
Meghna	RMM16	15-Mar-13	47	1965.00	.30
Meghna	RMM16	15-Mar-13	48	1970.00	.70
Meghna	RMM16	15-Mar-13	49	1979.00	1.80
Meghna	RMM16	15-Mar-13	50	1980.00	4.00
Meghna	RMM16	15-Mar-13	51	2030.00	4.30
Meghna	RMM16	15-Mar-13	52	2042.00	5.58
Meghna	RMM16	15-Mar-13	53	2045.00	5.60
Meghna	RMM16	15-Mar-13	54	2055.00	4.04
Meghna	RMM16	15-Mar-13	55	2103.00	4.51
Meghna	RMM16	15-Mar-13	56	2156.00	4.40
Meghna	RMM16	15-Mar-13	57	2203.00	4.60
Meghna	RMM16	15-Mar-13	58	2250.00	5.00
Meghna	RMM16	15-Mar-13	59	2300.00	5.45
Meghna	RMM16	15-Mar-13	60	2300.00	5.89

Meghna	RMM16	20-Apr-14	1	0.00	5.89
Meghna	RMM16	20-Apr-14	2	0.00	5.41
Meghna	RMM16	20-Apr-14	3	60.00	3.65
Meghna	RMM16	20-Apr-14	4	105.00	3.58
Meghna	RMM16	20-Apr-14	5	115.00	3.46
Meghna	RMM16	20-Apr-14	6	127.00	1.48
Meghna	RMM16	20-Apr-14	7	140.00	.38
Meghna	RMM16	20-Apr-14	8	160.00	-.29
Meghna	RMM16	20-Apr-14	9	200.00	-4.18
Meghna	RMM16	20-Apr-14	10	250.00	-4.10
Meghna	RMM16	20-Apr-14	11	300.00	-5.44
Meghna	RMM16	20-Apr-14	12	350.00	-5.31
Meghna	RMM16	20-Apr-14	13	400.00	-6.30
Meghna	RMM16	20-Apr-14	14	425.00	-6.38
Meghna	RMM16	20-Apr-14	15	480.00	-7.31
Meghna	RMM16	20-Apr-14	16	500.00	-7.28
Meghna	RMM16	20-Apr-14	17	520.00	-7.29
Meghna	RMM16	20-Apr-14	18	560.00	-7.40
Meghna	RMM16	20-Apr-14	19	600.00	-6.41
Meghna	RMM16	20-Apr-14	20	630.00	-6.30
Meghna	RMM16	20-Apr-14	21	660.00	-5.51
Meghna	RMM16	20-Apr-14	22	730.00	-5.40
Meghna	RMM16	20-Apr-14	23	780.00	-5.48
Meghna	RMM16	20-Apr-14	24	900.00	.71
Meghna	RMM16	20-Apr-14	25	730.00	.88
Meghna	RMM16	20-Apr-14	26	988.00	1.48
Meghna	RMM16	20-Apr-14	27	1096.00	3.66
Meghna	RMM16	20-Apr-14	28	1130.00	3.77
Meghna	RMM16	20-Apr-14	29	1160.00	3.80
Meghna	RMM16	20-Apr-14	30	1200.00	3.71
Meghna	RMM16	20-Apr-14	31	1260.00	3.60
Meghna	RMM16	20-Apr-14	32	1300.00	3.87
Meghna	RMM16	20-Apr-14	33	1350.00	3.88
Meghna	RMM16	20-Apr-14	34	1400.00	3.66
Meghna	RMM16	20-Apr-14	35	1440.00	3.88
Meghna	RMM16	20-Apr-14	36	1490.00	3.66
Meghna	RMM16	20-Apr-14	37	1530.00	3.76
Meghna	RMM16	20-Apr-14	38	1580.00	3.88
Meghna	RMM16	20-Apr-14	39	1630.00	3.78
Meghna	RMM16	20-Apr-14	40	1680.00	3.70
Meghna	RMM16	20-Apr-14	41	1730.00	3.70
Meghna	RMM16	20-Apr-14	42	1780.00	3.68
Meghna	RMM16	20-Apr-14	43	1789.00	1.48
Meghna	RMM16	20-Apr-14	44	1818.00	.87



Meghna	RMM16	20-Apr-14	45	1830.00	.66
Meghna	RMM16	20-Apr-14	46	1880.00	-.11
Meghna	RMM16	20-Apr-14	47	1900.00	-.29
Meghna	RMM16	20-Apr-14	48	1920.00	-.20
Meghna	RMM16	20-Apr-14	49	1971.00	.66
Meghna	RMM16	20-Apr-14	50	1983.00	1.48
Meghna	RMM16	20-Apr-14	51	2000.00	3.40
Meghna	RMM16	20-Apr-14	52	2009.00	3.50
Meghna	RMM16	20-Apr-14	53	2021.00	5.66
Meghna	RMM16	20-Apr-14	54	2024.00	5.67
Meghna	RMM16	20-Apr-14	55	2084.00	5.20
Meghna	RMM16	20-Apr-14	56	2120.00	5.40
Meghna	RMM16	20-Apr-14	57	2180.00	5.81
Meghna	RMM16	20-Apr-14	58	2220.00	5.70
Meghna	RMM16	20-Apr-14	59	2280.00	5.78
Meghna	RMM16	20-Apr-14	60	2341.00	4.85
Meghna	RMM16	20-Apr-14	61	2341.00	5.22
Meghna	RMM16	20-Apr-14	62	2370.00	5.40
Meghna	RMM16	20-Apr-14	63	2390.00	5.66
Meghna	RMM16	20-Apr-14	64	2430.00	5.88
Meghna	RMM16	20-Apr-14	65	2480.00	5.77
Meghna	RMM16	20-Apr-14	66	2530.00	5.66
Meghna	RMM16	20-Apr-14	67	2561.00	5.87
Meghna	RMM16	20-Apr-14	68	2561.00	6.12
Meghna	RMM16	13-Mar-15	1	0.00	5.89
Meghna	RMM16	13-Mar-15	2	0.00	5.41
Meghna	RMM16	13-Mar-15	3	40.00	4.60
Meghna	RMM16	13-Mar-15	4	70.00	3.80
Meghna	RMM16	13-Mar-15	5	90.00	3.41
Meghna	RMM16	13-Mar-15	6	110.00	3.13
Meghna	RMM16	13-Mar-15	7	120.00	3.01
Meghna	RMM16	13-Mar-15	8	131.00	1.85
Meghna	RMM16	13-Mar-15	9	150.00	-.05
Meghna	RMM16	13-Mar-15	9	2500.00	5.66
Meghna	RMM16	13-Mar-15	10	170.00	-.45
Meghna	RMM16	13-Mar-15	11	190.00	-3.25
Meghna	RMM16	13-Mar-15	12	210.00	5.95
Meghna	RMM16	13-Mar-15	13	230.00	-7.15
Meghna	RMM16	13-Mar-15	14	250.00	-8.65
Meghna	RMM16	13-Mar-15	15	270.00	-90450.00
Meghna	RMM16	13-Mar-15	16	290.00	-10.05
Meghna	RMM16	13-Mar-15	17	310.00	-10.15

Meghna	RMM16	13-Mar-15	18	330.00	-9.65
Meghna	RMM16	13-Mar-15	19	350.00	-9.25
Meghna	RMM16	13-Mar-15	20	370.00	-9.45
Meghna	RMM16	13-Mar-15	21	390.00	-9.25
Meghna	RMM16	13-Mar-15	22	410.00	-10.05
Meghna	RMM16	13-Mar-15	23	430.00	-8.85
Meghna	RMM16	13-Mar-15	24	450.00	-7.15
Meghna	RMM16	13-Mar-15	25	470.00	-6.85
Meghna	RMM16	13-Mar-15	26	490.00	-6.25
Meghna	RMM16	13-Mar-15	27	510.00	-5.65
Meghna	RMM16	13-Mar-15	28	530.00	-4.76
Meghna	RMM16	13-Mar-15	29	550.00	-3.85
Meghna	RMM16	13-Mar-15	30	570.00	-2.95
Meghna	RMM16	13-Mar-15	31	590.00	-2.45
Meghna	RMM16	13-Mar-15	32	610.00	-1.85
Meghna	RMM16	13-Mar-15	33	630.00	-1.15
Meghna	RMM16	13-Mar-15	34	650.00	-.95
Meghna	RMM16	13-Mar-15	35	670.00	-.35
Meghna	RMM16	13-Mar-15	36	681.00	1.85
Meghna	RMM16	13-Mar-15	37	690.00	2.85
Meghna	RMM16	13-Mar-15	38	700.00	2.90
Meghna	RMM16	13-Mar-15	39	730.00	2.98
Meghna	RMM16	13-Mar-15	40	750.00	3.40
Meghna	RMM16	13-Mar-15	41	800.00	3.68
Meghna	RMM16	13-Mar-15	42	830.00	3.71
Meghna	RMM16	13-Mar-15	43	860.00	3.60
Meghna	RMM16	13-Mar-15	44	900.00	3.77
Meghna	RMM16	13-Mar-15	45	920.00	3.82
Meghna	RMM16	13-Mar-15	46	950.00	3.67
Meghna	RMM16	13-Mar-15	47	1000.00	3.73
Meghna	RMM16	13-Mar-15	48	1050.00	3.80
Meghna	RMM16	13-Mar-15	49	1100.00	3.75
Meghna	RMM16	13-Mar-15	50	1150.00	3.71
Meghna	RMM16	13-Mar-15	51	1200.00	3.61
Meghna	RMM16	13-Mar-15	52	1250.00	3.48
Meghna	RMM16	13-Mar-15	53	1300.00	3.55
Meghna	RMM16	13-Mar-15	54	1350.00	3.50
Meghna	RMM16	13-Mar-15	55	1400.00	3.67
Meghna	RMM16	13-Mar-15	56	1450.00	3.73
Meghna	RMM16	13-Mar-15	57	1500.00	3.68
Meghna	RMM16	13-Mar-15	58	1550.00	3.80
Meghna	RMM16	13-Mar-15	59	1600.00	3.67
Meghna	RMM16	13-Mar-15	60	1650.00	3.52
Meghna	RMM16	13-Mar-15	61	1700.00	3.41
Meghna	RMM16	13-Mar-15	62	1730.00	3.28
Meghna	RMM16	13-Mar-15	63	1760.00	3.25
Meghna	RMM16	13-Mar-15	64	1770.00	3.21
Meghna	RMM16	13-Mar-15	65	1780.00	3.30
Meghna	RMM16	13-Mar-15	66	1800.00	3.15
Meghna	RMM16	13-Mar-15	67	1820.00	3.06

Meghna	RMM16	13-Mar-15	68	1830.00	1.80
Meghna	RMM16	13-Mar-15	69	1835.00	.70
Meghna	RMM16	13-Mar-15	70	1840.00	-.10
Meghna	RMM16	13-Mar-15	71	1845.00	-.30
Meghna	RMM16	13-Mar-15	72	1850.00	-.40
Meghna	RMM16	13-Mar-15	73	1855.00	.65
Meghna	RMM16	13-Mar-15	74	1860.00	1.80
Meghna	RMM16	13-Mar-15	75	1870.00	2.18
Meghna	RMM16	13-Mar-15	76	1880.00	2.50
Meghna	RMM16	13-Mar-15	77	1890.00	2.71
Meghna	RMM16	13-Mar-15	78	1920.00	2.80
Meghna	RMM16	13-Mar-15	79	1950.00	2.83
Meghna	RMM16	13-Mar-15	80	1970.00	2.90
Meghna	RMM16	13-Mar-15	81	2000.00	3.30
Meghna	RMM16	13-Mar-15	82	2010.00	3.68
Meghna	RMM16	13-Mar-15	83	2022.00	5.65
Meghna	RMM16	13-Mar-15	84	2030.00	5.64
Meghna	RMM16	13-Mar-15	85	2040.00	5.18
Meghna	RMM16	13-Mar-15	86	2060.00	5.55
Meghna	RMM16	13-Mar-15	87	2100.00	5.65
Meghna	RMM16	13-Mar-15	88	2150.00	5.88
Meghna	RMM16	13-Mar-15	89	2200.00	5.71
Meghna	RMM16	13-Mar-15	90	2250.00	5.73
Meghna	RMM16	13-Mar-15	91	2286.00	4.85
Meghna	RMM16	13-Mar-15	92	2286.00	5.23
Meghna	RMM16	13-Mar-15	93	2300.00	5.50
Meghna	RMM16	13-Mar-15	94	2350.00	5.68
Meghna	RMM16	13-Mar-15	95	2400.00	5.38
Meghna	RMM16	13-Mar-15	96	2450.00	5.48
Meghna	RMM16	13-Mar-15	98	2550.00	5.70
Meghna	RMM16	13-Mar-15	99	2570.00	5.87
Meghna	RMM16	13-Mar-15	100	2570.00	6.13
Meghna	RMM16	16-Apr-16	1	0.00	5.89
Meghna	RMM16	16-Apr-16	2	0.00	5.45
Meghna	RMM16	16-Apr-16	3	25.00	5.33
Meghna	RMM16	16-Apr-16	4	60.00	5.10
Meghna	RMM16	16-Apr-16	5	65.00	4.03
Meghna	RMM16	16-Apr-16	6	90.00	3.73
Meghna	RMM16	16-Apr-16	7	120.00	3.18
Meghna	RMM16	16-Apr-16	8	128.00	4.88
Meghna	RMM16	16-Apr-16	9	133.00	2.22
Meghna	RMM16	16-Apr-16	10	140.00	1.85

Meghna	RMM16	16-Apr-16	11	160.00	-.26
Meghna	RMM16	16-Apr-16	12	180.00	-.45
Meghna	RMM16	16-Apr-16	13	200.00	-1.08
Meghna	RMM16	16-Apr-16	14	220.00	-3.11
Meghna	RMM16	16-Apr-16	15	240.00	-4.43
Meghna	RMM16	16-Apr-16	16	260.00	-5.28
Meghna	RMM16	16-Apr-16	17	280.00	-6.54
Meghna	RMM16	16-Apr-16	18	300.00	-7.10
Meghna	RMM16	16-Apr-16	19	320.00	-8.28
Meghna	RMM16	16-Apr-16	20	340.00	-8.61
Meghna	RMM16	16-Apr-16	21	360.00	-9.10
Meghna	RMM16	16-Apr-16	22	380.00	-9.42
Meghna	RMM16	16-Apr-16	23	400.00	-9.62
Meghna	RMM16	16-Apr-16	24	420.00	-8.31
Meghna	RMM16	16-Apr-16	25	440.00	-7.21
Meghna	RMM16	16-Apr-16	26	460.00	-6.33
Meghna	RMM16	16-Apr-16	27	480.00	-6.11
Meghna	RMM16	16-Apr-16	28	500.00	-5.67
Meghna	RMM16	16-Apr-16	29	520.00	-5.13
Meghna	RMM16	16-Apr-16	30	540.00	-5.07
Meghna	RMM16	16-Apr-16	31	560.00	-4.31
Meghna	RMM16	16-Apr-16	32	580.00	-5.21
Meghna	RMM16	16-Apr-16	33	600.00	-5.88
Meghna	RMM16	16-Apr-16	34	620.00	-5.29
Meghna	RMM16	16-Apr-16	35	640.00	-3.43
Meghna	RMM16	16-Apr-16	36	660.00	-1.39
Meghna	RMM16	16-Apr-16	37	680.00	-.86
Meghna	RMM16	16-Apr-16	38	700.00	1.32
Meghna	RMM16	16-Apr-16	39	720.00	1.50
Meghna	RMM16	16-Apr-16	40	730.00	2.22
Meghna	RMM16	16-Apr-16	41	735.00	3.01
Meghna	RMM16	16-Apr-16	42	740.00	3.30
Meghna	RMM16	16-Apr-16	43	750.00	3.60
Meghna	RMM16	16-Apr-16	44	800.00	3.55
Meghna	RMM16	16-Apr-16	45	850.00	3.50
Meghna	RMM16	16-Apr-16	46	900.00	3.70
Meghna	RMM16	16-Apr-16	47	950.00	3.60
Meghna	RMM16	16-Apr-16	48	1000.00	3.68
Meghna	RMM16	16-Apr-16	49	1050.00	3.70
Meghna	RMM16	16-Apr-16	50	1100.00	3.75
Meghna	RMM16	16-Apr-16	51	1150.00	3.68
Meghna	RMM16	16-Apr-16	52	1200.00	3.65
Meghna	RMM16	16-Apr-16	53	1250.00	3.53
Meghna	RMM16	16-Apr-16	54	1300.00	3.60
Meghna	RMM16	16-Apr-16	55	1350.00	3.38
Meghna	RMM16	16-Apr-16	56	1400.00	3.71
Meghna	RMM16	16-Apr-16	57	1450.00	3.65
Meghna	RMM16	16-Apr-16	58	1500.00	3.73
Meghna	RMM16	16-Apr-16	59	1550.00	3.90
Meghna	RMM16	16-Apr-16	60	1600.00	3.70

Meghna	RMM16	16-Apr-16	61	1650.00	3.50
Meghna	RMM16	16-Apr-16	62	1700.00	3.40
Meghna	RMM16	16-Apr-16	63	1750.00	3.30
Meghna	RMM16	16-Apr-16	64	1800.00	3.18
Meghna	RMM16	16-Apr-16	65	1820.00	3.13
Meghna	RMM16	16-Apr-16	66	1825.00	3.03
Meghna	RMM16	16-Apr-16	67	1832.00	2.30
Meghna	RMM16	16-Apr-16	68	1835.00	.60
Meghna	RMM16	16-Apr-16	69	1840.00	-.20
Meghna	RMM16	16-Apr-16	70	1845.00	-.50
Meghna	RMM16	16-Apr-16	71	1850.00	-.40
Meghna	RMM16	16-Apr-16	72	1855.00	.55
Meghna	RMM16	16-Apr-16	73	1858.00	2.30
Meghna	RMM16	16-Apr-16	74	1865.00	2.50
Meghna	RMM16	16-Apr-16	75	1870.00	2.61
Meghna	RMM16	16-Apr-16	76	1880.00	2.73
Meghna	RMM16	16-Apr-16	77	1890.00	2.75
Meghna	RMM16	16-Apr-16	78	1900.00	2.80
Meghna	RMM16	16-Apr-16	79	1920.00	2.85
Meghna	RMM16	16-Apr-16	80	1950.00	2.93
Meghna	RMM16	16-Apr-16	81	1980.00	3.10
Meghna	RMM16	16-Apr-16	82	2000.00	3.35
Meghna	RMM16	16-Apr-16	83	2010.00	3.85
Meghna	RMM16	16-Apr-16	84	2022.00	5.65
Meghna	RMM16	16-Apr-16	85	2030.00	5.65
Meghna	RMM16	16-Apr-16	86	2040.00	5.20
Meghna	RMM16	16-Apr-16	87	2050.00	5.30
Meghna	RMM16	16-Apr-16	88	2060.00	5.60
Meghna	RMM16	16-Apr-16	89	2100.00	5.70
Meghna	RMM16	16-Apr-16	90	2150.00	5.82
Meghna	RMM16	16-Apr-16	91	2200.00	5.68
Meghna	RMM16	16-Apr-16	92	2250.00	5.66
Meghna	RMM16	16-Apr-16	93	2286.00	4.85
Meghna	RMM16	16-Apr-16	94	2286.00	5.23
Meghna	RMM16	16-Apr-16	95	2300.00	5.56
Meghna	RMM16	16-Apr-16	96	2350.00	5.71
Meghna	RMM16	16-Apr-16	97	2400.00	5.43
Meghna	RMM16	16-Apr-16	98	2450.00	5.53
Meghna	RMM16	16-Apr-16	99	2500.00	5.70
Meghna	RMM16	16-Apr-16	100	2550.00	5.67
Meghna	RMM16	16-Apr-16	101	2570.00	5.85
Meghna	RMM16	16-Apr-16	102	2570.00	6.12
Meghna	RMM16	14-Apr-17	1	0.00	5.89

Meghna	RMM16	14-Apr-17	2	0.00	5.47
Meghna	RMM16	14-Apr-17	3	40.00	5.23
Meghna	RMM16	14-Apr-17	4	90.00	3.70
Meghna	RMM16	14-Apr-17	5	112.00	2.63
Meghna	RMM16	14-Apr-17	6	116.00	2.30
Meghna	RMM16	14-Apr-17	7	121.00	1.89
Meghna	RMM16	14-Apr-17	8	130.00	-.08
Meghna	RMM16	14-Apr-17	9	150.00	-3.69
Meghna	RMM16	14-Apr-17	10	170.00	-5.48
Meghna	RMM16	14-Apr-17	11	190.00	-6.97
Meghna	RMM16	14-Apr-17	12	210.00	-8.17
Meghna	RMM16	14-Apr-17	13	230.00	-8.70
Meghna	RMM16	14-Apr-17	14	250.00	-8.93
Meghna	RMM16	14-Apr-17	15	270.00	-8.87
Meghna	RMM16	14-Apr-17	16	290.00	-8.87
Meghna	RMM16	14-Apr-17	17	310.00	-8.94
Meghna	RMM16	14-Apr-17	18	330.00	-8.69
Meghna	RMM16	14-Apr-17	19	350.00	-8.51
Meghna	RMM16	14-Apr-17	20	370.00	-8.60
Meghna	RMM16	14-Apr-17	21	390.00	-9.11
Meghna	RMM16	14-Apr-17	22	410.00	-9.37
Meghna	RMM16	14-Apr-17	23	430.00	-9.05
Meghna	RMM16	14-Apr-17	24	450.00	-8.42
Meghna	RMM16	14-Apr-17	25	470.00	-8.60
Meghna	RMM16	14-Apr-17	26	490.00	-8.15
Meghna	RMM16	14-Apr-17	27	510.00	-7.51
Meghna	RMM16	14-Apr-17	28	530.00	-6.59
Meghna	RMM16	14-Apr-17	29	550.00	-5.39
Meghna	RMM16	14-Apr-17	30	570.00	-4.33
Meghna	RMM16	14-Apr-17	31	590.00	-3.43
Meghna	RMM16	14-Apr-17	32	610.00	-2.52
Meghna	RMM16	14-Apr-17	33	630.00	-1.25
Meghna	RMM16	14-Apr-17	34	650.00	-.22
Meghna	RMM16	14-Apr-17	35	670.00	.73
Meghna	RMM16	14-Apr-17	36	680.00	1.19
Meghna	RMM16	14-Apr-17	37	686.00	1.46
Meghna	RMM16	14-Apr-17	38	691.00	1.76
Meghna	RMM16	14-Apr-17	39	696.00	2.28
Meghna	RMM16	14-Apr-17	40	699.00	2.63
Meghna	RMM16	14-Apr-17	41	730.00	3.04
Meghna	RMM16	14-Apr-17	42	750.00	3.65
Meghna	RMM16	14-Apr-17	43	800.00	3.72
Meghna	RMM16	14-Apr-17	44	850.00	3.63
Meghna	RMM16	14-Apr-17	45	900.00	3.77
Meghna	RMM16	14-Apr-17	46	950.00	3.85
Meghna	RMM16	14-Apr-17	47	1000.00	3.80
Meghna	RMM16	14-Apr-17	48	1050.00	3.73
Meghna	RMM16	14-Apr-17	49	1100.00	3.89

Meghna	RMM16	14-Apr-17	50	1150.00	3.92
Meghna	RMM16	14-Apr-17	51	1200.00	3.65
Meghna	RMM16	14-Apr-17	52	1250.00	3.54
Meghna	RMM16	14-Apr-17	53	1300.00	3.50
Meghna	RMM16	14-Apr-17	54	1350.00	3.44
Meghna	RMM16	14-Apr-17	55	1400.00	3.50
Meghna	RMM16	14-Apr-17	56	1450.00	3.43
Meghna	RMM16	14-Apr-17	57	1500.00	3.72
Meghna	RMM16	14-Apr-17	58	1550.00	3.95
Meghna	RMM16	14-Apr-17	59	1600.00	3.98
Meghna	RMM16	14-Apr-17	60	1700.00	3.59
Meghna	RMM16	14-Apr-17	61	1750.00	3.44
Meghna	RMM16	14-Apr-17	62	1800.00	3.27
Meghna	RMM16	14-Apr-17	63	1820.00	3.25
Meghna	RMM16	14-Apr-17	64	1830.00	2.70
Meghna	RMM16	14-Apr-17	65	1835.00	.85
Meghna	RMM16	14-Apr-17	66	1840.00	-.25
Meghna	RMM16	14-Apr-17	67	1845.00	-.45
Meghna	RMM16	14-Apr-17	68	1850.00	-.70
Meghna	RMM16	14-Apr-17	69	1855.00	-.30
Meghna	RMM16	14-Apr-17	70	1860.00	.60
Meghna	RMM16	14-Apr-17	71	1865.00	1.10
Meghna	RMM16	14-Apr-17	72	1870.00	2.70
Meghna	RMM16	14-Apr-17	73	1890.00	2.90
Meghna	RMM16	14-Apr-17	74	1940.00	2.98
Meghna	RMM16	14-Apr-17	75	1982.00	3.08
Meghna	RMM16	14-Apr-17	76	2000.00	3.42
Meghna	RMM16	14-Apr-17	77	2010.00	3.80
Meghna	RMM16	14-Apr-17	78	2022.00	5.60
Meghna	RMM16	14-Apr-17	79	2030.00	5.58
Meghna	RMM16	14-Apr-17	80	2040.00	5.15
Meghna	RMM16	14-Apr-17	81	2080.00	5.75
Meghna	RMM16	14-Apr-17	82	2150.00	5.84
Meghna	RMM16	14-Apr-17	83	2200.00	5.70
Meghna	RMM16	14-Apr-17	84	2250.00	5.60
Meghna	RMM16	14-Apr-17	85	2286.00	4.85
Meghna	RMM16	14-Apr-17	86	2286.00	5.22
Meghna	RMM16	14-Apr-17	87	2350.00	5.68
Meghna	RMM16	14-Apr-17	88	2400.00	5.47
Meghna	RMM16	14-Apr-17	89	2450.00	5.56
Meghna	RMM16	14-Apr-17	90	2500.00	5.67
Meghna	RMM16	14-Apr-17	91	2550.00	5.64
Meghna	RMM16	14-Apr-17	92	2570.00	5.82
Meghna	RMM16	14-Apr-17	93	2570.00	6.12

NOTE

Top of M-1

GL

GL

Top of M-2

RWE main

LWE

RWE















LWE
_90°
90°_
Khal
_90°
out of line
90°_
RCC Pillar
On Peg
GL
Top of RCC
Top of M-1
GL
GL
Top of M-2
Bank
RWE



































TOP M/3 LB
GL M/2 LB
GL M/3 RB
TOP M/3 RB
TOP P/3 LB
GL
LWE
CH-1
RWE
LWE
CH-2
RWE
LB
LWE



















R.W.E. Dt. 20-04-2002, Time:
15-15 Hrs.
Slope
R.B. 900
900 Back to line
L.B.
L.W.E. of Closed Ch. No. 3
R.W.E
R.B.
Toe of Embankment
Crest of Embankment
Crest of Embankment
G.L. of Mont. No. 2 at R.B.
Top of Mont. No. 2 at R.B.
G.L. of Mont. No. 1 at R.B.
Top of Mont. No. 1 at R.B.
Top of R.C.CP/3 at L.B
G.L. of R.C.CP/3
L.B
L.W.E ch-1 date: 17-11-04
Time : 11:00 hrs





G.L.of mon.no-2 at R.B
Top of mon.no-2 at R.B
G.L of mont. No.-1 at R.B
Top of mont. No.-1 at R.B
Top of RCC Pellar No. 1 at L.B
G.L of RCC Pellar No. 1 at L.B
L.B of ch no. -1
L.W.Edt.: 23-02-05 Time: 12:10 hrs.
R.W.E
L.B of ch no. -2
L.W.Edt.: 24-02-05 Time: 9:00 hrs.
R.W.E
Slope
<90'
90'> Back to line
Slope

L.B of ch no. -3
L.W.Edt.: 25-02-05 Time: 8:00 hrs.
R.W.E
R.B
Toe of Embankment
Crest of Embankment
Crest of Embankment
Toe of Embankment
G.L of Mont. No. 2 at R.B
Top of Mont. No. 2 at R.B
Top of R.C.C. Pillar No. 3 at L.B.
G.L. of R.C.C. Pillar No. 3 at L.B.
L.B.
L.W.E. of Channel No. 1 Date: 22/04/06, Time: 09.10 hrs
R.W.E.
R.B. L 90 deg

L.B.
L.W.E. of Channel No. 2
Date: 23/04/06
R.W.E.
R.B.
Toe of Embankment
Crest of Embankment
Crest of Embankment
Toe of Embankment
G.L. of Monument No. 2 at
R.B.
Top of Monument No. 2 at
R.B.
G.L. of Monument No. 1 at
R.B.
Top of Monument No. 1 at
R.B.
Top of Rcc pillar No.3 at L.B.
G.L.
L.W.E. of Ch.no.1
L.B.

























L.W.E, dt.17-03-2015, Time-09.10 hrs.
R.W.E
Toe of Embankment
Top of Embankment
Top of Embankment
Toe of Embankment
G.L of Monument Pillar No. 2 at R.B
Top of Monument Pillar No. 2 at R.B
G.L of Monument Pillar No. 1 at R.B
Top of Monument Pillar No. 1 at R.B
Top of R.c.c Pillar No. 3 at L.B
G.L of R.c.c Pillar No. 3 at L.B
L.B
Channel No-1
L.W.E, dt.16-04-2016, Time-15.30 hrs.





L.B
Channel No-2
L.W.E, dt.18-04-2016, Time-09.30 hrs.
R.W.E
R.B
Toe of Embankment
Top of Embankment
Top of Embankment
Toe of Embankment
G.L of Monument Pillar No. 2 at R.B
Top of Monument Pillar No. 2 at R.B
G.L of Monument Pillar No. 3 at R.B
Top of Monument Pillar No. 3 at R.B
Top of R.C.C Pillar No.1 at L.B.

G.L. of R.C.C Pillar No.1 at  
L.B.

L.B.

L.W.E. Ch. No.1 dt. : 14-04-  
2017 at 11-00 hrs.

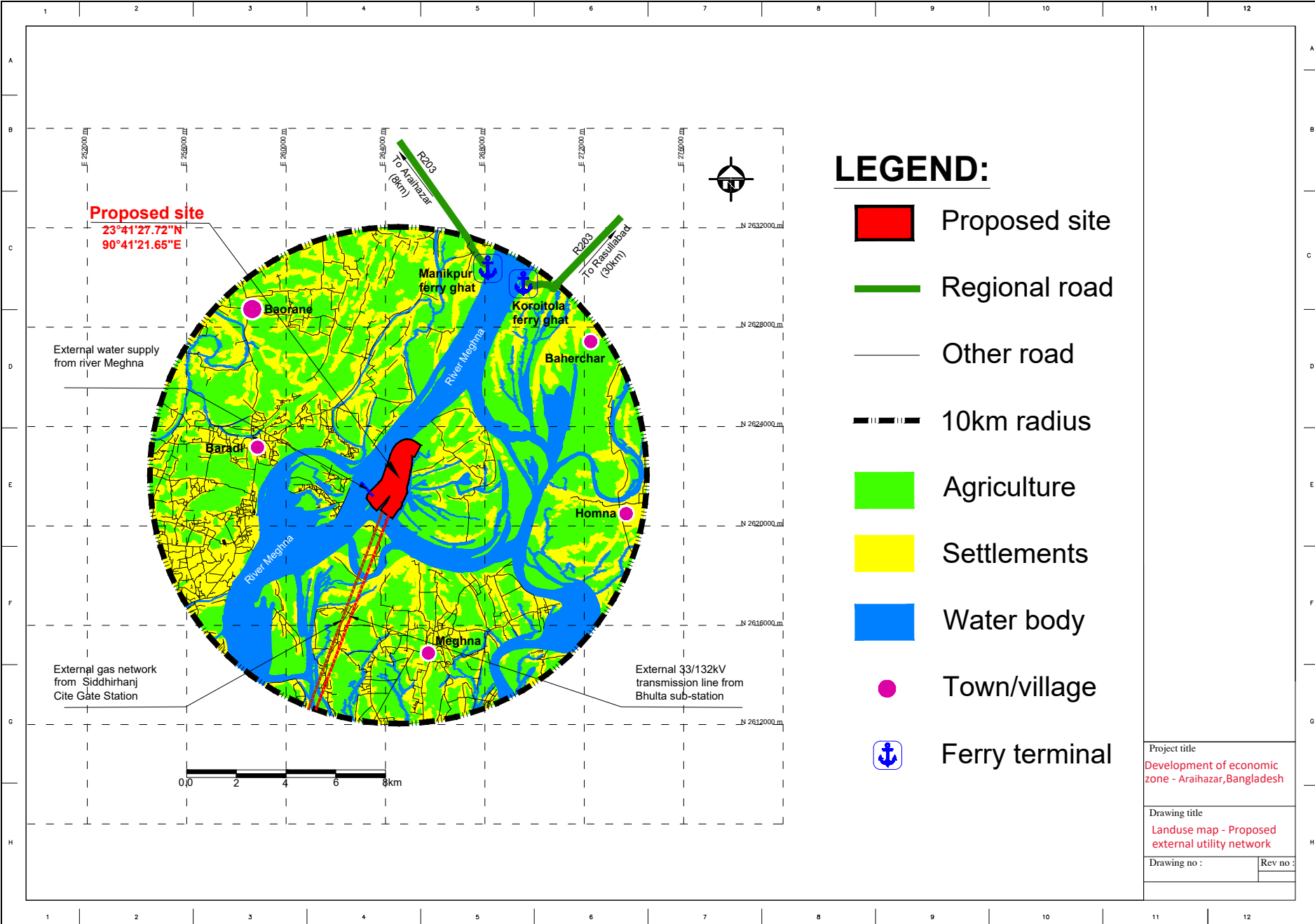
R.W.E.

R.B.

L.B.
L.W.E. Ch.No. 2 dt. : 15-04-2017 at 10-00 hrs.
R.W.E.
R.B.
Embankment
Embankment
Embankment
G.L. of Monument Pillar No. 2 at R.B.
Top of Monument Pillar No. 2 at R.B.
G.L. of Monument Pillar No. 3 at R.B.
Top of Monument Pillar No. 3 at R.B.

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***15.40. Annexure 40 – Land Use Map for 10kms radius from the proposed EZ***



**Proposed site**  
 23°41'27.72"N  
 90°41'21.65"E

External water supply  
 from river Meghna

External gas network  
 from Siddhirhanj  
 Cite Gate Station

External 33/132kV  
 transmission line from  
 Bhulta sub-station

0.0 2 4 6 8 km

**LEGEND:**

- Proposed site
- Regional road
- Other road
- 10km radius
- Agriculture
- Settlements
- Water body
- Town/village
- ⚓ Ferry terminal

Project title	
Development of economic zone - Araihaazar, Bangladesh	
Drawing title	
Landuse map - Proposed external utility network	
Drawing no :	Rev no :

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