



helloworldhaka

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Weekly weather forecast for the city	Today High 31C Low 26C Shower/Thunder shower &	WEEK AHEAD	Monday High 32C Low 28C Mostly cloudy and humid	Tuesday High 32C Low 27C Humid and mostly cloudy	Wednesday High 32C Low 27C Cloudy & humid	with shower Thursday High 32C Low 28C Humid &	Cloudy, chance of rain Friday High 33C Low 28C	Cloudy, with shower Saturday High 32C Low 28C
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What happened to the bumper law?



Following Shajahan's tragic death the government gave an ultimatum to remove the illegal extra bumpers. Moved by the tragic incident, many motorists dismantled their extra bumpers. But soon the high court was involved. It ordered the government to show cause why the removal of bumpers should not be stopped. The high court ordered the government not to "harass" motorists for the bumpers until the disposal of the earlier rule.

MORSHED ALI KHAN

During the afternoon rush hour of last Friday adjacent to New Market, rickshaws, CNG three wheelers, pushcarts, vans, trucks and private vehicles made an impossible traffic gridlock. Helpless commuters perspired in the sweltering heat amid deafening noise generated by vehicular horns.

After about 15 minutes as the traffic started to move there was a sudden cry for help. A woman with two children in a rickshaw desperately cried out as they got trapped inside the three-wheeler. Before anyone could realise what had happened, the badly damaged rickshaw got dragged for about twenty feet. As the traffic halted, the culprit — a white Toyota with an illegal bumper tangling the right wheel of the rickshaw and dragging it—the terrified mother and the two children emerged from the wreck miraculously escaping with only minor bruises. Soon a big crowd encircled the scene. Angry youths dragged the driver outside and punched him on the face. More people joined the youths and kept kicking and punching the driver. Two middle-aged women looked terrified sitting inside the vehicle.

"The car belongs to a judge saheb please sir, I told him many times to remove the bumper but he would not listen," said the driver who was now profusely bleeding from his nose.

The lucky rickshaw passengers by now slipped into the crowd and vanished. The rickshaw-puller with bruises over his

right arm and legs demanded compensation before the angry crowd passed an unanimous ruling that the offender paid TK 5,000 to the rickshaw-puller. One of the two passengers of the car, took out a bundle of five-hundred-taka notes from her purse and nervously handed over the money to the rickshaw-puller.

Numerous similar incidents in

Following Shajahan's tragic death the government gave an ultimatum to remove the illegal extra bumpers. Moved by the tragic incident, many motorists dismantled their extra bumpers, which they had installed for protecting their vehicles from bumping of rickshaws.

But soon the high court was involved. It ordered the government to show cause why the removal of bumpers should not be stopped. On July 14, one Kamruzzaman Chowdhury challenged the legitimacy of the government order and sought an injunction against it. The high court ordered the government not to "harass" motorists for the bumpers until the disposal of the earlier rule.

Top police officials in the city told The Daily Star that according to clause 42 of the motor vehicle ordinance, it is completely illegal for a motorist to install the bumpers on a vehicle.

"The deteriorating law and order does not allow a citizen to wield a machete on the street and when caught, he pleads guilty by saying he did it for his own safety," said a police official preferring anonymity.

"The motorists are using a highly dangerous illegal accessory just to protect their vehicles from probable scratches and killing people with it, then they are screaming for their right,"

the city, involving dangerously mounted extra bumpers of vehicles have not melted the hearts of the authorities. Dr Shajahan, a medical officer at the Pangu Hospital was dragged over one kilometer to his death by a driver and his passenger on July 1. The doctor was riding a motorbike when the vehicle hit his from behind, in which his leg was tangled to the illegal bumper.

DCC transport workers protest their transfer

While DCC remains in a dilemma over its undermanned conservancy department

SULTANA RAHMAN

Dhaka City Corporation (DCC) remains in a dilemma over whether to transfer some of its drivers to garbage disposal or to solve the strike sparked off by the transfer decision.

The Dhaka City Corporation (DCC)'s Drivers, Workers, and Employees Union went on a wildcat strike last Sunday protesting the plan to transfer some 250 drivers from the transport section to the conservancy department.

The situation turned ugly when some unruly drivers attacked and ransacked the office of DCC's chief conservancy officer (CCO) after the

authorities had brought the garbage trucks under the CCO's control to ensure transparency.

Seven drivers were suspended for their involvement in the attack but all drivers quit working on Tuesday, severely disrupting the city's garbage disposal mechanism. Under pressure, the authorities withheld the suspension order.

The ruling BNP supports the present governing body of the union and it has postponed the strike. But the past Awami League backed body is still urging the employees to continue the non-cooperation.

Meanwhile, the strike left over 3,500 tones of daily garbage strewn all over city last week.

The DCC has 800 drivers for its 271 garbage vehicles, of which 105 are in operation at the moment.

"The transfer plan would degrade the drivers from third class employee status to fourth class," said Akhter Hossain, former president of the employees union while defending the strike call.

But DCC sources say that the strike doesn't hide the fact that the drivers' work habits seriously lack transparency and accountability.

"They do not clear the containers regularly in line with their scheduled trips. But no one is there to check it. Most of the drivers are also involved in fuel pilferage from the garbage

trucks," said a DCC official.

DCC officials claim that the drivers don't want to come under the conservancy department, as that would bring an end to their pilferage days.

The garbage disposal system of DCC has long been criticised for its ineffectiveness.

Out of 374 waste carriers of the DCC, 86 are faulty and have been lying idle without anyone replacing or fixing them.

The DCC had placed 420 containers at different parts of the city where people can dump waste. A good number of those containers are defective.



The strike left over 3,500 tones of daily garbage strewn all over city last week.

DESA don't want wires crossed

BISHAWJIT DAS

The Dhaka Electric Supply Authority (DESA) has asked the city's cable operators to submit a draft plan by August 15 for the proper use of electricity poles. The plan will specify how DESA poles should be used for distribution by satellite, PABX and internet service providers alongside electric wires without disturbing the city's power supply.

DESA chairman, AMA Rab, met with the people and officials of various sectors concerned this matter. Rab directed the meeting with the officials of Dhaka City Corporation, Bangladesh Telephone and Telegraph Board and other representatives of different pole users.

It was decided that the various service providers and operators would jointly work out a comprehensive plan with the help of experts from the Bangladesh University of Engineering and Technology.

Rab said the operators that DESA poles have currently six to seven wires, what can be extended using extra poles. He also explained that the plan will be sent to the power division for approval and the ministerial procedures will be completed by August 31.

Rab said that the pole users are to share the total expenses for the plan and its implementation.

Installing separate poles or carrying the cables underground

were also the issues that took place in the meeting.

The officials of different company representatives rejected the idea of installing cables underground as the cables and pipes of Titas, Desa, WASA and T&T have occupied the spaces below ground.

They explained that installation of additional poles would also create problems, as current lines and cables would have to be moved and reinstalled.

This left the possibility of sharing poles. However, the telephone board representative at the meeting rejected the possibility of sharing their poles since they already suffer a shortage of poles. At present, they are forced to share DESA's poles.

Cable operators also have government permission to use and install new lines on DESA poles. But electricity supply authorities have asked the cable operators to remove cables from DESA poles as using the same pole for electricity and television lines can be dangerous. Such connections also hamper the distribution of power.

DESA had originally asked all cable operators to remove their lines by July 15 in an advertisement, or the authorities would pull the cables down. DESA later extended the time up to July 30 following the above-mentioned meeting. They will sit again on August 31 to review and discuss how to implement the plan for the use of DESA's poles.



Can DESA poles be used by other service providers without hampering power supply.

Single women seek homes

CITY CORRESPONDENT

If you happen to see a number of young women living under the same roof in Dhaka without any male as the head of the house, don't be surprised. They are probably working women staying in one of the female hostels or sharing a flat.

With the city being the main destination for job seekers, women too are flocking Dhaka from all corners of the country along with their male counter-

parts in search of employment. But the problem most of them face here is the acute shortage of reasonable accommodation facilities.

Many women come to Dhaka from rural areas to study. Usually they stay with relatives or at the female dormitories of colleges and universities. But when their academic days are over, they suddenly find that they have no place to go. At the same time, they are reluctant to go back to their roots as that could spell doom for their professional aspirations.

Faced with this situation, many women turn to the private hostels or rent houses. But that experience is a mixed bag.

"We are all girls here and that happens to be a good enough reason for some of our neighbours to look at us suspiciously. It's scary sometimes," said Nila who shares a flat in Farmgate with Tarana and Ferdousi.

Living together has its positive sides too. "We have lots of fun as we are all of the same age and have a similar outlook," said Ferdousi.

There are some 25 registered or unregistered private hostels for women in Dhaka while the government's Women Affairs Division runs just two such dormitories.

The two government hostels are exclusively for working women. The one at Nikhet has only 287 seats while the other located at Baily Road doesn't have adequate seats either. However, Women Affairs Division sources say that the government plans to establish two more dormitories in near future.