

# One-stop cell fails to tame wild road diggers



Unplanned road digging by service providers continues despite the formation of a body to control such action.

SOHEL ISLAM

Despite existence of the One Stop Cell, unplanned road digging in the city is continuing.

The Dhaka Urban Transport Project (DUTP) announced that the roads they were developing would not be dug for at least three years after the completion of their work.

After development work was over, two or three utility service providers dug the Mirpur Road within a few months.

"Following the digging, the roads were left without any repair for a few months. We repeatedly wrote to the Dhaka City Corporation (DCC) to repair the roads properly but they did not pay any attention to our requests," said a senior official of the Dhaka Metropolitan Traffic Police (DMTP) requesting anonymity.

"Before allowing any road digging, we usually examine the approval of the DCC whether or not the necessary amount for repair of the roads were paid. Despite the payment, the DCC left it without any repair for a long time," said the DMTP official.

"The way the DCC repaired the Mirpur Road is unacceptable. The places where the repairs were carried out will soon be

damaged due to poor quality of work. But I know that the contractors paid the exact amount for quality work," said the DMTP official.

"We have repaired the Mirpur Road urgently for the ongoing Commonwealth Parliamentary Association (CPA) Conference in the city," said sources at the DCC.

"It is not true that the one stop cell is not working. We are working hard to make the cell effective," said DCC Chief Engineer Golam Quadeer.

"We have constraints to monitor the entire digging of the city streets. We are running short of 178 engineers and employees in our department," said Quadeer.

"Once the manpower is provided we will be able to make the one stop cell more effective. But I think that the digging problem of the main thoroughfares has improved a lot," said Quadeer.

Although major thoroughfares have witnessed a slight improvement the indiscriminate digging into the lanes and by-lanes are continuing.

The bylanes in Mohammadpur, Dhanmondi, Green Road, Moghbazar, Mirpur and other areas of the city have still been left without repairs for a long time.

## Training to develop eco-assessment mechanism

Four-day workshop ends tomorrow

AVIK SANWAR RAHMAN

Training in integrated environmental assessment will provide a mechanism to analyse the environmental aspect of Dhaka city and identify areas of intervention, Environment and Forest Minister Shajahan Siraj told a workshop.

The minister was the chief guest at the inaugural session of the training workshop on preparation of Dhaka City's State of Environment Report at the LGED Bhaban on Monday.

The workshop had been organised to assess the national capacity of Bangladesh to make an accurate environmental decision on sustainable development, enhance the availability of information on all aspects of the environment and socioeconomic development, as well as establish a strong information network with a uniform format of data.

The four-day workshop from October 6 to 9 was co-organised by Bangladesh Centre for Advanced Studies (BCAS), Department of Environment (DoE) and United Nations Environment Program (UNEP).

"The people working with the environment are invited to the

workshop, where experts will train the participants. Once the workshop is over, a presentation will take place on Dhaka City's State of Environment Report," said Mozaharul Alam, a BCAS research fellow.

"The workshop has a session which will deal with the selection and analysis of key issues. We would like to provide our findings for the participants of the session. It will be an important session for the future development of Dhaka city," an environmental researcher said.

The issues like air pollution, sound pollution, water and sanitation, underground water, circular waterways, traffic congestion, high-rise construction, lowlands, wetlands and lakes are up for analysis at the workshop. The training emphasises the scientific and economic factors of the issues, a participant said.

"The government has taken up a lot of policies on the environment, but we will try to select and analyse the key environmental issues of the city through this workshop. The scientific analysis will be done for the controversial issues like catalytic converter and diesel particulate filter," an organiser said.

# Education still bows out to superstition in Old Dhaka

Females remain deprived of an educational background due to superstition and strict cultural upbringing.

BISHAWJIT DAS

Many females in the old town are deprived of academic education due to negligence and cultural practice of their parents who stick with the superstition not to educate the females.

Though not true to all the families of old Dhaka, there are a good number of people (residents) who do not have any sort of academic education and in turn do not care for their daughters.

Marjina Begum is 16 and expected to get married soon. Her education level goes up to class six. This does not bother her early marriage. She is rather satisfied with the assets she has acquired by this age.

What are her assets? She possesses 53 sets of clothes of the current trend and fashion, 39 sarees, 13 pairs of shoes, different sets of cosmetics, and all sorts of fancy items. Her world is made of such trivia, which prevailed, in the family atmosphere she was brought up in.

She is only following the footsteps of her two elder sisters who got married at 14 and 15 respectively. They both have two kids each who attend school. The girls' father, (Habib

Munshi), is a businessman and mother is a housewife, a cooking wizard with many recipes of her own making.

Teachers of the area and other observers think that the rate of education/literacy in old Dhaka is even less than the towns/country areas of Bangladesh. The reason behind this they consider, is the mentality of the traditions they follow and culture they practice.

"The Muslim community especially continues this practice," said a Head Mistress of a renowned school of the area. "They still think that the women should stay at home doing the household chores and do not need any sort of academic background."

A resident of the area identifies the reason behind this follows: "Since the residents of this area are financially solvent, they do not bother to have their children, specially daughters, educated only to have jobs. You won't find many (females) working outdoors in this area."

It is not that there is lack of schools or academic institutions in the area. It has some rather renowned ones of the capital holds. "A good number gets admitted to the primary section, but the numbers decrease as they move into the higher classes," he added. "It is not that the girls are less talented, but the

mentality of getting the girls educated is seriously lacking the within family culture."

"This mentality is equally true to many male students of the area. They just want an education that would keep them safe from being cheated financially," said another teacher of boys' school and college. "They just wait to be able to count and calculate cash that they would have to control rest of their life."

A good number of girls get married early as consented and arranged by the parents and some are given in marriage to escape economic crisis. "Most of them even do not have a choice whom to marry or when to marry," said another resident.

There are also exceptions- those who are trying their best to educate their children. One parent has four children (two daughters and two sons) and provides educational facilities equally to both the genders.

In comparison, the other community of the old Dhaka, the Hindu community has distinct deference on this issue. "They try to give the educational facility to their children even in monetary crisis," said an elder at Laxmi Bazaar. They feel this is a better way of exposing their children to the present world.



While some females are privileged to receive formal education, others are buried in household chores.

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### UTILITY

**Electricity**  
Electricity Complex- PDB- 9566061-5, 9560170-9  
Electricity Complex (DESA)- 8616737-43, 8617626  
DESCO- 8123138-40  
Complaints (Rural Electrification Board, Dhaka)- 8916424-8

**Gas**  
Titas Gas Exchange (Emergency)- 9563667-8  
Kawrnbar-8112135-42  
Mirpur- 8014132-3  
Mohammadpur- 9117215, 9113903  
Mohakhali- 9884741, 9885922, 8824993  
Motijheel-9667612

**WASA**  
WASA (PABX)- 8117829-31  
Mirpur- 9000519  
Mohammadpur- 8120192  
Fakirapool-9115343  
Asad Gate- 8917492  
Uttara- 9559142,  
Segunbagicha- 7316348  
Pagla- 8113900-39

**Fire Services**  
Siddique Bazar (HQ)- 9556667  
Mohammadpur- 9112078  
Khilgaon- 7218329  
Mirpur- 9001055  
Tongi- 9801070  
Demra-7400111  
Postagola- 7410771  
Sadarghat- 7119759  
Mirpur 10 Circle- 9002269, 9001055  
Mirpur TVG Complex- 9001189

**DO YOU KNOW**

Fire services provide cheap, fast and efficient ambulance service too?

### TAXI CAB

**Yellow Cab**  
Navana 9558065  
Salida 9344477, 0171620881  
Cosmo 9112959 and 8127191  
Cab One 7113282-3  
Nihon 8624741-2  
Orion 9347277  
Anudip 8125285 and 8127611  
Capital 9352847

**Black Cab**  
Cab Ex 9358401  
Cabline 8321162  
JBS Cab 019364575  
Sajan 018126036  
Anudip - 8125285 and 8127611  
Cab One 7113282-3

### TRAIN TIMING

**Subarna Express** Leaves Dhaka at 4:00 pm  
**Mahanagar Prabhati** Leaves Dhaka at 7:30 am  
**Mahanagar Godhuli** Leaves Dhaka at 3:05 pm  
**Turna** Leaves Dhaka at 11:00 pm  
**Parabat Express** Leaves Dhaka at 6:30 am  
**Joyantika Express** Leaves Dhaka at 12:30 pm  
**Upaban Express** Leaves Dhaka at 9:30 pm  
**Tista Express** Leaves Dhaka at 7:00 am  
**Ekata Express** Leaves Dhaka at 5:00 pm  
**Upakul Express** Leaves Dhaka at 6:00 am  
**Padma Express** Leaves Dhaka at 9:20 pm

Union 8130485  
Kool 0171826731

**Palki** 0171052500  
**Cab I** 7113282  
**Jatri** 0171540074  
**Nipun** 9572277  
**R-Cab** 8914782  
**Star Cab** 9571919  
**Shihab** 018202477 & 018228675  
**KGK** 8620011

Reaches Chittagong at 10:15 pm  
Reaches Chittagong at 2:55 pm  
Reaches Chittagong at 9:11 pm  
Reaches Chittagong at 7:05 am  
Reaches Sylhet at 2:30 pm  
Reaches Sylhet at 9:20 pm  
Reaches Sylhet at 6:40 am  
Reaches Bahadurabad at 1:05 pm  
Reaches Bahadurabad at 11:55  
Reaches Noakhali at 1:35 pm  
Reaches Jagannath at 2:30 pm

### MARKET PRICE

**Rice (Tk. Per Kg)**  
Miniket- 20-22  
Pajam- 18.50-19.50  
Najirshail- 21-22  
Kalijira- 33-34 (Polao)  
Chiniqura- 35-36 (Polao)  
**Dal (Tk. Per Kg)**  
Masur Dal- 42-44  
Masur Imported- 38-40  
Mug Dal- 42-44  
Mug Imported- 38-40  
Motor Dal- 36-38  
Motor Imported- 20-21  
**Oil (Tk. Per Litre)**  
Mustard- 65-70  
Soyabean- 41-42  
Palm- 35-36  
Coconut (Imported)- 100-160  
Veg. Ghee- 42-44  
Ghee- 300-320  
**Spices (Tk. Per Kg.)**  
Onion (local)- 20-22  
Onion (Imported)- 16-18  
Garlic- 30-32  
Garlic (Imported)- 24-28  
Ginger- 26-28  
Ginger (Imported)- 26-28  
Turmeric- 65-68  
Turmeric (Imported)- 60-62  
Dried (Red) Chili- 70-80  
Green Chili- 20-24  
Coriander (Dhania)- 30-32  
Kalijira- 8-10

Cumin (Jira)- 14-16  
Cinnamon- 14-16  
Almond- 60-70  
Aniseed (Labanga)- 40-50  
Black Pepper- 20-24  
**Vegetables (Tk Per Kg)**  
Potato- 13-14  
Eggplant- 12-14  
Green Papaya- 6-8  
Pumpkin (Misti Kumra)- 7-8  
Patal- 10-12  
Karalla- 14-16  
Borboti, (Beans)- 14-16  
Dherosh, (Okra)- 12-14  
Kakrol- 10-12  
Kachumukhi- 10-12  
Kachurati- 10-12  
Cucumber- 10-12  
Chichinga- 10-12  
Jhinga- 12-14  
Lal shak- 10-12  
Pui Shak- 8-10  
Green Banana- 6-8 (Per Hali)  
Jali Lau- 10-12/Piece  
Panikachu- 8-10  
**Fish (Tk. Per Kg)**  
Rui (Local, Medium Size)- 230-240  
Rui (Local, Small Size)- 130-140  
Katal (Local, Medium Size)- 140-150  
Katal (Local, Small Size)- 110-120  
Katal (Imported, Medium)- 80-90  
Hilsha (Big)- 160-170  
Hilsha (Small)- 100-110

Pangash (Big)- 140-150  
Pangash (Small)- 60-65  
Shing- 300-320  
Prawn (Big)- 180-200  
Prawn (Small)- 110-120  
Silvercarp- 50-60  
**Meat & Egg (Per Kg)**  
Beef- 85-90  
Mutton- 140-150  
Chicken- 75 (Poultry)  
Egg- 15-16 (Duck, Farm), 15-16 (Local Chicken)  
**Fruits (Tk. Per Kg)**  
Green Coconut- 8-10 (Per Piece)  
Pineapple- 12-15 (Per Piece)  
Coconut- 10-14 (Per Piece)  
Jack-fruit- 50-70 (Per Piece)  
Guava- 12-16 (Per Hali)  
Banana- 6-8 (Per Hali)  
Lemon- 4-5 (Per Hali)  
Mango- 40-55 (Differs species)  
Apple- 80-90  
**Others (Tk. Per Kg)**  
Sugar- 32-34  
Brown Sugar- 26-28  
Salt- 10-11 (Packet)  
Tea- 120-130  
Gold- 8500 (11.66 grams)  
Silver- 250 (11.66 grams)

Sources: Agricultural Marketing Department