

NEWS SNAPS

One electrocuted in Nilphamari

OUR CORRESPONDENT, Nilphamari
One person was electrocuted in the Dolpara area of Syeedpur upazila in Nilphamari on Saturday.
The 40-year-old victim, Swpan came in contact with a live electric wire while he was cutting branches of a tree, eye witnesses said. He died on the spot. An unnatural death (UD) case was filed.

Body of murder case witness recovered

OUR CORRESPONDENT, Nilphamari
Police recovered the beheaded body of one witness in a murder case from village Koimari in Joldhaka upazila in Nilphamari on Sunday.
The deceased was identified as Setabuddin, 40. Police suspect that his rivals killed him so that he cannot give evidence against them in the court. An unnatural death (UD) case was filed.

Unidentified youth killed in road mishap

UNB, Kushita
An unidentified young man was killed in a road accident at Bheramara here Wednesday.
Police said while victim was crossing the road he crushed under the wheels of a Rajshahi bound fertiliser-laden truck. Police recovered the body and sent it to hospital morgue for autopsy. Police also seized the truck. A case was filed.

Heroin addict allegedly commits suicide

UNB, Jessore
A heroin addict young man allegedly committed suicide in the Rail Road area in Jessore town Saturday.
Hospital sources said Bappa, 27, committed suicide when his parents refused to give him money to buy heroin.

Youth dies after taking excessive heroin

UNB, Jessore
A youth died after taking excessive heroin in the Sadiapur area in Benapole port thana Friday.
The deceased was identified as Kabir Hossain, 25.

410 deep tube wells to be installed

UNB, Madaripur
A total of 410 deep tube wells will be installed in Madaripur at a cost of Tk 1.60 cr to ensure supply of pure drinking water.
Department of Public Health Engineering (DPHE) will implement the project under its Post-Flood Rehabilitation Programme. On completion of the project about 1 lakh people will get pure water facilities.

Work on 48 uplift schemes completed

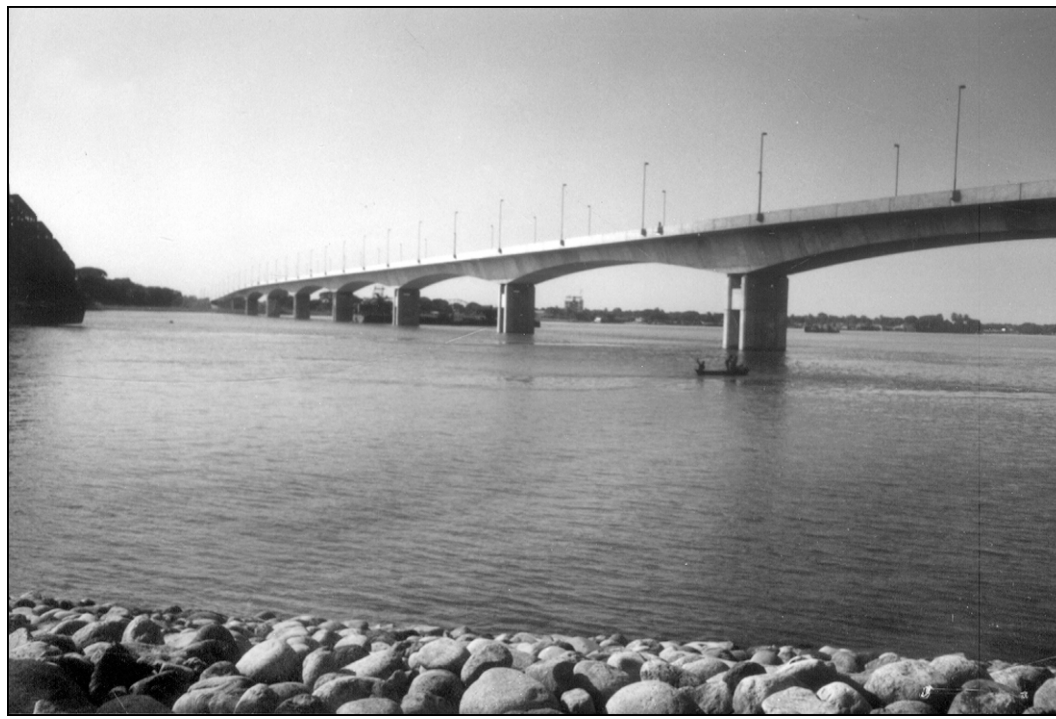
UNB, Madaripur
Work on 48 development schemes has been completed in four upazilas of Madaripur at a cost of Tk 2.80 cr under Rural Development Project-4.
The schemes include construction and renovation of roads, development of hat and bazaars, construction of bridges and culverts, renovation of primary school buildings and earth filling. Local Government Engineering Department and NORAD, a donor agency, jointly implemented the schemes.

BKB loan for Madaripur farmers

UNB, Madaripur
Bangladesh Krishi Bank (BKB) has taken up a programme to disburse loan amounting to Tk 20.83 cr among the farmers in four upazilas of Madaripur in the current fiscal year.
The bank will disburse the loan for crop cultivation, poultry, land development, purchasing agricultural inputs, handloom and pisciculture. BKB will disburse these loans through its 14 branches under its Poverty Alleviation Programme.



One person named Md Mostafa Ahmed was arrested by Chittagong Bandar Thana police on Wednesday for possessing 60 packets of fake Lipton Taaza tea. He was selling fake tea at his shop on Forkan Ali Shah Dargah road near South Halishahar in the port city.



A view of the newly-constructed Bangladesh-UK Friendship Bridge. The bridge will be opened today (Tuesday) for movement of vehicles.

New Ashuganj-Bhairab bridge opens today

SK MD SHAHIDUL ISLAM, Brahmanbaria

The new 1.2 kilometre (km) long Ashuganj-Bhairab Bridge on the Meghna built at a cost of Tk 635cr will be inaugurated today (Tuesday) for movement of all sorts of vehicles.

The bridge is named as Bangladesh-UK Friendship Bridge. Prime Minister Begum Khaleda Zia will formally open the bridge.

After opening of the bridge one crore people will reap its benefit. Journey of all the passengers on Dhaka-Sylhet, Mymensingh-Sylhet and Dhaka-Brahmanbaria will be shortened by three hours.

The trade facilities will be increased between the northern districts and Sylhet-Brahmanbaria region as well as Dhaka and north-eastern zone. Price of essential commodities is likely to come down while serious patients can be shifted to Dhaka from Brahmanbaria easily.

The bridge will be the second longest bridge after the Jamuna Bridge.

The existing Meghna Highway Bridge and newly-constructed Roads and Highways (R&H) bridge are in a gap of 110 metres on the mighty river Meghna. Many people have started calling the two bridges as Twin Bridges.

The new bridge is located approximately 110 metres upper stream of the existing railway bridge on the Meghna.

The bridge is 1.2 kilometre long and 19.6 metres width. There are nine spans in the main bridge. Of

those, seven are 110-metre each. The rest two are 79.5 metre each the piles are two metre diameter bored. There are two RC underpasses for pedestrians and rickshaws and one combined road underpasses. There are two major RC drainage culverts. At the each end of the bridge there is a total plaza and associated building and infrastructure.

There are 586-metre long approach road at Ashuganj side of the bridge and 839-metres long approach road at Bhairab side of the bridge. The new road has connected directly with the existing Dhaka-Sylhet road at Bhairab point and the approach road has connected with existing road system to Sylhet. Besides each river bank has been protected by the river training work. This consists of rock fill placed on a geotextile laid on the prepared profile of the river bed. A cross way is provided along the top of the river training work on each river bank. The river training work has been completed on 640-metre at Bhairab side and 430-metre at Ashuganj side of the bridge location. For the project 47.0 hectares of land were acquired.

While contacted, David H Mizon, CEng FICE MISTRICTE MIHT MIL, employers Representative of Bhairab Bridge Project, informed that the bridge was only designed and constructed for vehicle-passenger movement, not for rail transportation. It would provide a fixed road link with the existing Dhaka national highway.

The beautiful structure of the bridge would enrich the Ashuganj-

Bhairab point on the Meghna and improve the communication system which would generate economic development and social unity of the northeast region of Bangladesh, he said.

BSF killed 5 Bangladeshis in 3 months in bordering Jhenidah-Chuadanga

DELWAR KABIR, back form Srinathpur frontier, Jhenidah

The Border Security Force (BSF) of India killed at least five Bangladeshi nationals in the frontiers of Jhenidah and Chuadanga districts in the last three months.

Three others received bullet injuries when BSF men opened fire on the Bangladeshis, according to local people and police sources.

People of the bordering areas of Jhenidah and Chuadanga are passing their days in panic of Indian BSF. Even the farmers can not go out to cultivate their lands in the areas.

BSF killed a Bangladeshi national near the Bahdanga border area in Mohespur upazila in Jhenidah in the evening on June 15. The dead was identified as Hafizur Rahman, 25, of village Khosalpur in same thana.

Police and locals said, Hafizur and two of his co-villagers went to the area nearby the border to see their crop fields in the evening. Then BSF opened fire on them. Two accomplices of Hafizur managed to flee while he was killed on the spot.

BSF returned the body to the Bangladesh Rifles (BDR) authorities after a flag meeting. A case was filed with Mohespur thana in this connection.

On June 8, BSF killed another Bangladeshi national named Antu Biswas, 30, of village Nebutala in same thana.

Locals said, some Indian nationals snatched away some cows from the bordering area in the evening. When Antu tried to bring back the cows, BSF shot him dead.

On August 10, BSF of Pakhiura camp entered into Bangladesh through Shyamkur border outpost (BOP) and shot dead a young man on spot.

Four days later BSF troops from the Shilabaria camp entered into the Bangladesh territory and opened fire on three Bangladeshi nationals. Two of them managed to flee, while Lipu, a young man was killed near Baghdanga. The BSF men took away the body of Lipu.

On August 31 morning Saiful Islam, 25, of village Shuyamkur in Mohespur upazila was shot dead by the BSF near sub pillar number 137 of main pillar number 60 near Srinathpur border. BSF men caught him from the Fatepur area in Mohespur upazila in Jhenidah district. Two of the accomplices of Saiful managed to flee. After killing, BSF took away the body to India.

Later on in the evening on September 1 they handed over the body to Bangladesh Rifles (BDR). Earlier a flag meeting in company

level was held in this connection.

While talking to the local people of the bordering areas of Shyamkur, Jadavpur and Baghdanga of Mohespur upazila in Jhenidah district, they said to this correspondent that the areas are far from the upazila headquarters. In the rainy season no vehicles can ply on the muddy roads. BSF frequently enter into Bangladesh and attack innocent farmers, loot their cattlehead and valuables.

Jhantu, a villager of Naaraghat and Nuru of village Hudopara in Mohespur upazila received bullet injuries when BSF opened fire on them.

A source related to BDR requesting anonymity said usually such incidents happen in the other side of the border in India. The BDR personnel are helpless there.

Such incidents happen most frequently at Shyamkur Srinathpur, Baghdanga and Benipur in Mohespur upazila in Jhenidah district and Sultanpur, Nimtoli and Baradi areas of Darshana in Chuadanga district.

However, flag meetings at battalion level between BDR and BSF are arranged on alternative three or four months and weekly meetings are arranged at company level as per standing order of BDR.

Doarika, Shikarpur bridges may be opened by year end

STAFF CORRESPONDENT, Barisal

Construction work on two bridges Doarika Bridge and Shikarpur Bridge over two erosion prone rivers Sugandhya and Sandhya on the Brisal-Faridpur highway is nearing completion and is expected to be completed by December.

Two to three months more might be taken for plying of heavy passenger coaches and loaded trucks and other vehicles.

Chinese Harbour Limited, a Chinese construction company took the responsibility for the construction work of the bridges under the supervision of the Department of Roads and Highways (R&H).

The company started work from December 1999 last with an estimated cost of Tk 98cr which rose to Tk. 110cr with a revised estimate of over Tk 9cr.

Doarika Bridge over the Sugandhya river is 388-metre long, 10-metre wide with 40 girders and 8 spans at the rate of 48.5-metre distance each while Shikarpur Bridge is 291-metre long, 10-metre wide with 30 girders and six spans at 48.5-metre distance each.

Besides the Chinese company, a team of experts of international level has been selected to inspect the overall progress of the bridges.

Earlier, DCD, a company was given the responsibility for selecting the bridge site including drawing and design of bridges considering river erosion, changing of river flows along the bridge site. Because of continuous erosion of these two rivers hundreds of acres of land along the river side are being devoured into the rivers every year.

According to the project people made by DCD, the project was finalised and the places of Doarika and Shikarpur Bridges were selected at 2.5 kilometres and 1.5 kilometres downstream from the present Doarika and Shikarpur ferry ghats (terminals) respectively. Both the sides of the river are being

threatened by unabated river erosion.

Preferring anonymity, some experts told The Daily Star that actually, selection of sites are not full proof. Earlier, the scheduled time for completion of the work was September, 2002.

Regarding the approach road about 80 per cent works of 3.5-kilometres road up to Rahamatpur and 7.50-kilometres road up to Rahamatpur and 7.50-kilometres road at the other side of the rivers, have been completed.

After the recent flood when pontoons at the ferry ghats were shifted twice, experts opined that after some years, erosion of the rivers may be a big problem for existence of the bridges in some areas.

Adulterated petrol on sale in N dists

UNB, Sirajganj

Adulterated petrol and octane are being sold in different northern districts unabated causing damage to vehicles.

There are some oil depots in the Baghabari area of Sirajganj and some local labour leaders in connivance with the tank lorry drivers are engaged in mixing kerosene with petrol and octane in the depot area.

Dealers from different districts lift petrol and octane from the Baghabari depots and after mixing kerosene in collaboration with others carry those to their respective areas.

Besides, kerosene is mixed with petrol and octane in some spots on the Bogra-Nagarbari highway.

Often accidents occur as vehicles become defective on the road for using these adulterated fuels.