

Menacing bloodsuckers start all-out air attack

SHAHNAZ PARVEEN

Menacing mosquitoes have infested almost all parts of the city due to inadequate efforts in controlling the booming mosquito population.

City dwellers especially those living in the low-lying areas in the city's eastern part suffer immensely as the mosquito menace increased after floodwater started receding.

Residents in Fasherteck in Notunbazar, Solemait, North and South Badda, Beraid, Meradia, Satarkul, Shahjapur, Rampura, Bonosri, Trimohoni, Nandipara, Hrisipara, Shabujbagh, Donia and adjacent areas are the worst sufferers.

The eastern part of the city, inundated in the first week of August, remained under floodwater for about three weeks. Floodwater receded at the end of August.

Locals complained that the areas are now heavily infested by mosquitoes but efforts to control the insects are going on at a very

slow pace.

Ashraful Islam, a resident of Fasherteck in Notunbazar, told Star City that mosquito menace has increased alarmingly during the past few days. "We still have stagnant water around the area, which turned very dirty, a perfect breeding ground for mosquitoes."

"The whole area needs to be cleaned. But we haven't seen any activities from the authorities to check the mosquito growth in this area," he added.

The menace has increased fear of diseases like malaria and dengue in the city.

Hasna Banu, a resident of Satarkul Road in North Badda, said, "Mosquito bite is an ordeal for everyone, but for my family it is even worse. Most of my family members are allergic to mosquito bites. During the last few days their pestering increased tremendously. We all have red swollen feet caused by mosquito bites."

"We are really afraid of diseases like dengue and malaria which are spread by mosquitoes. Frequent power outages add to all the suffering. It becomes unbearable during power outage in the evening," she added.

Sultana Yasmin, a resident of Bonosri, said, "It has become impossible to sit anywhere in the house without mosquito coils after sundown."

Dhaka City Corporation's entomologist Naseem-uj-Seraj said, "Some pocket areas still have stagnant water in the city's eastern part. Stagnant water is gradually turning dirty, which is the perfect condition for the growth of mosquito larvae."

Seraj explained that mosquito menace increases during February-April every year. The Aedes grows during monsoon while Culex, the most common type that is found in the urban areas, grows all round the year because of long lasting warm weather.

Culex mosquitoes are painful and persistent biters, which prefer to attack at dusk and after dark. Stagnant water helps increase their population. The city experienced the same situation during and after the floods last year, he added.

"We have already started spraying larvacide in the stagnant water. We are using 'Delete 2.5 EC' at mosquito breeding grounds to eliminate larvae. 'Tepsi Liquid' is being sprayed to get rid of the flying adults," Seraj said.

Cleanliness drive is going on across the city. DCC last week removed water hyacinths from the water bodies in Rampura and Sayedabad areas, he said.

About the budget, Seraj said for the mosquito control programme DCC gets a total of Tk 15 crore a year, out of which Tk 15 lakh is spent on cleaning water hyacinths while the rest is used for the purchase of insecticides, monitoring and surveillance.

Currently DCC has 47,000 litres of adulticide and larvacide in its stock and 50,000 litres more will be added to continue the mosquito control activities.

DCC has 411 spray men who use 941 hand-spray machines in their drive in the city's 90 wards. The number of fogger machines being used is 297.



the city that was

Gurdwara Nanak Shahi beside DU Arts Faculty was known as Sikh Sangat of Sujatpur. The sixth Guru sent Almast, a preacher who founded this Gurdwara or Sikh temple. Preacher Naath Sahib headed the temple after Almast. According to Dani, the temple was founded in the early 18th century. He believes Naath Sahib could have founded the temple. It was abandoned from 1947 to 1960 and renovated after independence.

 e-mail: starcity@thediarystar.net


A DCC worker 'vainly' fights mosquitoes at a water body with his fogger machine.

STAR PHOTO

How wise is the plan for 60-ft link road?



Construction still continues on the lands for the proposed link road.

SYED ZAKIR HOSSAIN

ONE-WAY AS A WAY-OUT FOR DHANMONDI

Schools still remain nagging points of tailbacks

RIZANUZZAMAN LASKAR

Hundreds of vehicles from Kalabagan and Panthapath inched their way towards Dhanmondi Road 27. The traffic appeared to be growing by the minute. Restless faces of school-bound children fidgeted inside private cars, taxicabs and auto rickshaws, anxiously hoping for the traffic in front of them to move faster.

"We have to head out for the school before 7:30am. A minute late and you would have to spend an additional 20 to 30 minutes just to pass Dhanmondi," said Rashid.

According to Waseem Khan, an urban architect and resident of Dhanmondi, although the one-way traffic scheme has been the best evident solution to the traffic congestion issue in Dhanmondi so far, the situation could be improved further by making some small changes in the original scheme.

"Some of the decisions taken by the authorities seem quite irrelevant to me, which I believe

have been somewhat feeding to some of the traffic problems in the area," said Khan.

Khan goes on to explain how the authorities' decision to split the direction of the traffic in the middle of Road 7A and Road 12A serves little purpose.

"This just makes things more confusing," said Waseem Khan adding that it would have been better for commuters if all vehicles on those streets had to move in one direction between Sat Masjid Road and Women's Sports Complex.

"This way, people travelling from one end to another could simply drive straight through, without having to take any turn," he added.

According to Rakib Hasan, resident of Dhanmondi Road 8A, there are times when the situation gets worse.

"Although a number of law enforcers are stationed on the lip of one-way-marked streets, one or two vehicles still manage to

TAWFIQUE ALI

The planned 60 feet link road between the Bijoy Sarani and Shaheed Tajuddin Sarani will create severe bottleneck in traffic movement instead of easing it, which is the main purpose of constructing the road, experts said.

The 120 feet Bijoy Sarani should be extended with similar width not only up to Tajuddin Sarani in Tejgaon but beyond, to serve the purpose of easing the east-west traffic volume of the city, they said about the much-hyped link road.

A top civil engineer of a government agency requesting anonymity said it will not help much if the 120 feet Bijoy Sarani is narrowed down to 60 feet at the linking point.

Actual carriageway of the road will be not more than 42 feet as 12 feet will be needed for footpath, 3 feet for road median and 3 feet for surface drain on both sides, he said.

Professor Md. Mujibur Rahman of the Civil Engineering Department of Buet, said it would obviously create a 'funnel-like situation' for traffic movement.

"It has been inappropriate and unwise, from planning point of view, to reduce the width of the road (Bijoy Sarani) into 60 feet," he said. "It is not understandable how the project was approved

with such a provision."

The project will ease traffic load partially at a huge cost, Prof Rahman said. "This is not an acceptable design of an urban road from environmental point of view with concrete built-up areas on both sides," he added.

Ideally, the link road should be 120 feet wide, as is the width of Bijoy Sarani, said Professor Jamilur Reza Chowdhury, who headed a 31-member advisory committee on Strategic Transport Planning (STP) for Dhaka.

In fact the proposed road between Bijoy Sarani and Tajuddin Sarani will be of little use in serving the purpose of reducing the east-west traffic load, he said.

"It has to be an overpass instead of a surface road to serve the purpose," said Prof Chowdhury. "As far as my memory goes, Rajuk informed me back in 1988 that it would be an elevated road to avoid the railway track at the site."

But still the 60 feet surface road may be of some use in case Mohakhali-Agargaon link road or a tunnel is built across the Tejgaon airfield as recommended in the STP, he said. "And it should be extended eastward up to Pragati Sarani."

According to Prof Rahman, ad-grade road is the preferred option within a city, unless it is

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city express

The latest crop of quotes from the city's press -- words worth repeating, we feel, for their humour, insight or sheer outrageousness. Star City does not necessarily support the opinions expressed in this column.

"I do not feel existence of dual rule ... the army is assisting the civil government and playing an important role in curbing corruption, improving law and order, distributing flood relief. I do not see the reflection of their political role through these activities."

-- Fakhruddin Ahmed

Chief Adviser

Said in an interview with the BBC Bangla Service, on Friday

Source: The Daily Star

"How can the government allow opening of the office until they themselves decide which group will go to the office?"

-- Mainul Hosein

Law Adviser

Told reporters while explaining the current ban on BNP leaders to enter the party office despite the relaxation of the ban on indoor politics, on Tuesday.

Source: The Daily Star

"Those working at ACC are not angels. They are also the people of Bangladesh."

-- Mokhles Ur Rahman

Secretary, Anti Corruption Commission (ACC)

Told reporters while talking about the employees of ACC, on Monday.

Source: Prothom Alo

"Why don't you count on police? How would they bring changes under the current circumstances?"

-- M Sayedur Rahman

Deputy Commissioner, traffic wing (south), Dhaka Metropolitan Police

Told a reporter when asked if the army or the BDR should be deployed to

tackle the traffic gridlocks, on Tuesday. Source: The Daily Star

"Does it suppose to take time to make plans and arrange funds to make a children's park in his name?"

-- Noor Azizur Rahman

Engineer, Sylhet City Corporation

Told a reporter about setting up a children's park after the name of former

finance minister M Saifur Rahman, on Friday. Source: Prothom Alo

"We are waiting for death. Four days no food. Many sick."

-- Jaijal Abedin

A Bangladeshi worker on a hunger strike

Told a Malaysian web-based news service that they were left with no choice but to go on a hunger strike since Tuesday in order to get help from the Bangladesh High Commission in Kuala Lumpur following assault on allegedly by the goons of recruiting agencies on Friday night, on Saturday.

Source: The Daily Star

"We will decide what is needed in different sectors. Who are they [IMF, World Bank] to decide? It is not possible to accept other's diktat for a nation with self-respect."

-- Prof Muzaffar Ahmed

Renowned economist and member of the Trustee Board of Transparency International Bangladesh

Said at a roundtable on 'IMF policy and Bangladesh' at Jatiya Press Club, on Saturday. Source: Prothom Alo

Compiled by Durdana Ghias