



Half capacity at full tilt the only way to defeat Covid: Minister

Announcement equals implementation, minister insists

FIFTY-FIFTY CORRESPONDENT

The Chapasthan government yesterday said the only way to stop Covid-22 in its tracks is to introduce half-capacity measures in every sphere of life, said sources who heard other sources talking.

When border districts were teeming with new cases of the Beta variant, the government announced that they would extend the ongoing curbs for 10 more days.

"All curbs have to do with half capacity measures," a health ministry circular said.

The curbs include restaurants operating at half capacity, inter-district buses and city buses operating at half capacity, the collective brain cells of the country operating at half capacity, and other half-capacity measures, sources operating at half capacity said.

"We need to keep the economy going, that is very important for an LDC like us. We can't afford lockdowns, but what we can do is keep everything going at half capacity," Transport and Covid Minister Omaigo Bader said at the ministry.

Asked how the government plans to enforce the measures, especially as there have been reports that buses were operating at full capacity, the minister said, "You are underestimating your government. Have you seen the development that we have brought about? When the government says something will be built, is it not built? In the same way, when we announce that things will run at half capacity, that too is being followed."

Answering a question about vaccine procurement and the government relying on just one source for vaccines, Bader said the answer is simple. "At first we were thinking about two sources. But what is half of two? You guessed it."

He also said thinking too much reduces our immune response and makes us vulnerable to Covid-22.

"That is what we mean by half capacity all across the board. Government offices will be operating at half capacity, so will law enforcement and hospitals. At home and at work, we also should not think too much about stuff. And what is Covid? It is a virus that lives on us... so if we operate at half capacity, full tilt, Covid's viability will also be halved. It's a no-brainer... anyone with half a brain can grasp it."

As he spoke, a double-decker bus went by his window and the upper level was seen full of people.

The minister also saw it and said, "Before you ask, the lower level is empty, so a full upper level still means half capacity. Boom! Ministered."

He then stepped out from behind the podium and revealed that he was wearing shorts. "Like I said, full tilt. By the way, your reporting should be done at half capacity too."



After U-loop failure, I-turn to revolutionise traffic

CONGESTION CORRESPONDENT

Dhoka's traffic system will see an overhaul after U-loops were shown to be a spectacular failure.

The concerned authorities (not to be mistaken for the authorities concerned) will now introduce a revolutionary new system called the I-turn.

The traffic division of DMP has tapped into what they have known for long – that Dhoka drivers cannot be asked to follow rules.

"What is this U-loop fiu-loop?" asked a furious motorist who had been stuck at the turning point of the U-loop in Manani for an hour.

"This is Dhoka... all of these bideshi things will not work here," he fumed before poleaxing the umpteenth car that was cutting him off from the left to take the turn.

"In theory, the U-loop works, because it provides a big enough space for the cars to take the turn without slowing

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down much," said a high police official who had just seized a box of cookies. "But it seems that our motorists do not have much understanding of lanes. People in the right lane should turn into the U-loop while people in the left lanes should keep going straight."

He then kept looking at cars crowding near the nearby U-loop and chuckled for a full minute.

"That's fun to watch... But anyway, as I was saying, some ideas don't work here. So, we have decided to revolutionise the traffic system once again."

He said the new system would involve changing the U-loop into an I-turn. That, he said, was more in keeping with Dhokaists' ideals.

"We will narrow the roads, create a bottleneck and let Dhoka drivers do what they do best – challenge each other to take the turn first. If we do it strategically, we can ease congestion in other areas," said another official after the previous one wandered out of the room.

"What we need is to slow things down, who needs to live the fast life anyway?" he asked as he reached for the box of cookies.

Urban solutions: The world's first beach without a sea

MAHBUB ALAM MUNNA

There must be a sea when you talk about a "sea beach", right?

Wrong. Merepour, the capital of Dhoka, is a beach but it is a known fact that the city doesn't have a sea beside it! Yet this amazing area has turned into a beach, a street of water where people enjoy the sights sitting inside vehicles.

For this, a special thanks goes to rain, and the ingeniously blocked-with-garbage drainage system has played a superb supporting role.

"Why do you need a sea for a sea beach when 10 minutes of rainfall can easily do it?" asked a VIP of Merepour.

"We are proud that our unconscionable behaviour has helped Merepour become the first urban sea beach without a sea. We threw our waste on public roads, instead of dustbins. That simple trick helps us make headlines every time it rains: waterlogging!" a proud urban citizen said.

However, the contribution of authorities concerned can never be ignored.

The way the city's cleaning campaign goes on, deserves every bit of appreciation.

Mayor of Merepour said, "We kept no stone unturned to turn our residential area

into a sea beach. People did their part, threw bottles and so on, and we did the rest. That's how our mutual endeavours have earned this prestigious recognition for us."

Entrepreneurs were seen visiting the area with the aim of making some resorts from where customers can enjoy the sights and sounds and smells – people's daily battle with water being a highlight. Boats can easily be sailed from one place to another.

Children who regularly write the essay "A journey by boat" without ever having been on a boat will now be able to write from personal experience.

The last piece of the beach puzzle – the sand – has been generously provided by the march of development and the construction works.

"The benefits are myriad," said a local representative who forgot his visiting card. "We have opportunity for tourism, for education and for just plain good old fun."

Pointing to a child happily swimming beside the pavement, he said, "Thanks to the joint efforts of people and authorities this can also be a low-cost swimming pool where children of the city can learn to swim. Others can enjoy the view right from the windows of multi-storied building."



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