

A terminal in ruins

SOHRAB HOSSAIN, Patuakhali

"The terminal is full of potholes, all of which transform into ditches following drizzles. Speeding vehicles often spill that water on our clothes," shared Abdul Halim, a local who frequently commutes through the Patuakhali central bus terminal.

Despite earning around Tk 20 lakh annually from leasing the terminal, the district's municipality has failed to address the pressing issues transport workers and commuters have to face on a daily basis due to a lack of maintenance.

Built in 2003 by Local Government Engineering Department on a stretch of two acres in Kalikapur spending Tk

stench is unbearable while the terminal mostly remains inundated during monsoon," informed Ruhul Amin, a passenger.

The boundary walls were also damaged, giving way for security concerns, informed Abdus Sattar, a local.

"A big pothole in front of the ticket counter causes a lot of trouble for the passengers. A similar pothole, which is filled with dirty water most of the time, also causes inconveniences, especially for women and children," said Badrul Haque, counter in-charge of Sakura Paribahan.

Most passengers avoid entering the terminal due to the puddles and potholes. They prefer boarding and getting off buses on the road



Sand is being lifted from beneath Moulvibazar's Rajapur PC bridge over the Manu river flouting relevant laws. This illegal act has already put the Tk 100 crore bridge at risk.

PHOTO: STAR



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1.65 crore, the terminal's sanitary system collapsed within just a year of its establishment.

The terminal was later handed over to the municipality. However, they have never cared to fix the toilets which have been unusable since the very beginning, claimed locals.

The absence of a drainage system worsens the situation. The

MINTU DESHWARA

Residents of Moulvibazar's Hajipur and Sharifpur unions have long been demanding a bridge over the Manu River, and finally, authorities decided to construct one at a cost of Tk 100 crore.

However, before its inauguration, the bridge faces a critical danger of collapsing due to illegal sand lifting.

Numerous pillars of the Rajapur PC bridge have become vulnerable as sand is excavated haphazardly with several dredger machines near its vicinity, alleged locals.

Disturbingly, the prevention dam was also

cut for soil extraction, putting at least seven unions of Kulaura Upazila at risk of flood and erosion.

Local allegations point towards Kibria Hossain Khokon, a member of Pritimpasha Union Parishad and a local Awami League leader, as the one responsible for sand extraction.

WHY SANDLIFTING IS RISKY

According to the Balu Mohal O Mati Baboshapona Ain, 2010 (Sand Fields and Soil Management Act, 2010), sand lifting is not allowed within 500 metres of any bridge area, said Abdul Karim Kim, executive member of Bangladesh Paribesh Andolon.

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ILLEGAL SAND EXTRACTION

Bridge under threat, even before opening

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