

MILESTONE JET CRASH
UK team arrives to provide advanced care to the injured

DIPLOMATIC CORRESPONDENT

A specialised UK Emergency Medical Team arrived in Bangladesh yesterday to provide advanced care to those injured in the tragic aircraft crash at Milestone School and College in Uttara's Diabari area on July 21.

The nine-member team comprises highly experienced clinical professionals, including infectious disease specialists, intensive care doctors, infection prevention and control nurses, and rehabilitation specialists, the UK High Commission said in a statement.

Over the next three weeks, they will work alongside local physicians to deliver critical care and rehabilitation services to injured students receiving treatment at the National Institute of Burn and Plastic Surgery, it added.

British High Commissioner to Bangladesh Sarah Cooke said, "The UK stands in solidarity with those affected by this tragic incident and wants to extend its support. I am confident that the specialised treatment offered by the UK medical team will accelerate the recovery and rehabilitation of the injured students."

At least 34 persons, mostly students, were killed and more than 150 others injured in that fighter jet crash.

Tk 10cr allocated to revive Haridhoya

OUR CORRESPONDENT, Narsingdi

The Disaster Management and Relief Ministry has allocated Tk 10 crore to clean up and restore the heavily polluted Haridhoya River in Narsingdi.

The Bangladesh Water Development Board (BWDB) has been entrusted with implementing the project.

Md Humayun Kabir, sub-divisional engineer of BWDB's Narsingdi office, said, "Due to excessive pollution, the Haridhoya River has lost its natural flow and ecological balance, causing numerous problems for locals. The ministry has allocated Tk 10 crore for restoration, but we are yet to receive the government order (GO) for fund release. We expect to receive it soon, after which work will begin as per the government's plan."

Once a vital source of livelihood with clear water and abundant fish, the Haridhoya has now become critically polluted. Locals blame untreated industrial waste, residential sewage, and piles of plastic and solid waste for turning the river into a near-dead waterway.

KURIGRAM-CHILMARI
Locals suffer as railway project drags on

S DILIP ROY, Lalmonirhat

Despite two years having passed since the launch of the Kurigram-Chilmari railway modernisation project, progress remains unsatisfactory.

Deadlines to complete the work in January and June 2025 have already passed, yet less than half of the work is done.

The modernisation work on the 29-kilometre Kurigram-Chilmari railway line under the Lalmonirhat Railway Division began in 2023. However, even after two years, visible progress is lacking. So far, only some earth filling and protection wall construction have been completed, while the laying of new rails, sleepers, and repairs of bridges and culverts have barely begun.

Train passengers report that due to the dilapidated tracks and ageing infrastructure, trains are limited to speeds of 10-15 kilometres per hour.

Despite having five stations – Ramna, Panchpir, Ulipur, Balabari and Kurigram – the quality of railway services is very poor. At Ramna station, hundreds of passengers wait for long hours daily for trains.

Mofir Uddin, a 65-year-old passenger, said, "Ramna used to be a busy station. Three pairs of trains operated daily in the past. Now the service is erratic, but we still wait because train travel is safer and cheaper."

Local schoolteacher Abdus Salam said, "Many people here go to Kurigram or other towns for daily wage labour. The train is their only affordable mode of transport. But the condition of the tracks has made travel miserable."



According to railway officials, the Kurigram-Chilmari rail rehabilitation and modernisation project was initiated in 2023 with two separate packages: Kurigram to Ulipur (19 km) costing Tk 29 crore and Chilmari to Ulipur (10 km) costing Tk 33.7 crore. The project includes earth filling, construction of protection walls, installation of new rails and sleepers, and repair of 12 bridges and culverts. Work officially started in November 2023, with the initial deadline set for January 2025. It was later extended to June 2025, and then again to December 2025.

Rubel Islam, manager of contractor firm Bishwas Construction Ltd, said, "We are suffering from a severe financial crisis. The railway authorities still owe us half the bills for work done. Without funds, we cannot purchase materials and the work has stalled."

He said around 80 percent of the Kurigram-Ulipur segment is complete, but only 25 percent of the Chilmari-Ulipur segment has been done. "If we received our full payment, we could finish the project quickly," he added.

Shipon Islam, divisional engineer of Lalmonirhat Railway Division, said, "The contractor's financial crisis is the main reason for the delay. We have urged them repeatedly to complete the work. Letters have also been sent to higher authorities requesting approval of their bills."

He added, "Once the project is complete, trains on the Kurigram-Chilmari route will run faster. We also plan to add more trains on this line. Our goal is to finish the project within this year."

Late night

FROM PAGE 3

Siddiq Hossain, sub-inspector of Banani Police Station and the investigating officer of the case, told The Daily Star, "The driver, Rintu, lost control of the vehicle and crashed into the divider. One victim died instantly at the spot while the other succumbed to injuries at the hospital."

"The injured cousin is currently in critical condition and police have not been able to speak with him yet. The car was seized and sent for forensics," Siddiq added.

Police said the divider near the Mohakhali flyover is poorly lit and without any paint, contributing to frequent accidents in the area.

Relatives rushed to the hospital after learning about the accident.

Shawkat's wife Moushumi Karim said their home is in Hazaribagh's Moneshwar first lane.

Shawkat was employed at an insurance company, also involved with the tannery business, she said.

Rintu, also from Hazaribagh's Moneshwar first lane, was living in Dhanmondi with his wife and children. The private car involved in the accident belonged to him.

Shawkat's elder brother Sazzad Hossain Tapan said, "We don't know the exact circumstances of the accident, but police told us the car hit the divider in the Banani area, causing the crash."

Both bodies were sent to the DMCH morgue for postmortem examination, said police.

Land, rights, recognition

FROM PAGE 3

He said the issues of the Chittagong Hill Tracts (CHT) could be resolved quickly if the government acted with generosity and sincerity.

"We see one system of governance across Bangladesh and another in the hilly areas. Because of this, we are not safe to walk freely, are deprived of our right to education, and have endured a long history of oppression and exploitation," he said.

Ushatan called for unity to protect indigenous existence, identity and rights, and to implement the CHT Peace Accord.

Also speaking at the event were Bangladesh Adivasi Forum (CHT region) President Prakriti Ranjan Chakma, former National Human Rights Commission member Nirupa Dewan, and educationist and cultural activist Shishir Kanti Chakma.

In Khagrachhari, the day was observed with the theme "Effective use of artificial intelligence in establishing the rights of indigenous peoples and building the future."

A colourful procession, organised by the

International Indigenous Day Celebration Committee, started from Mahajan Para Surjoshikha Club and ended at Khagrapur, with participants in traditional dress parading through the streets.

A discussion followed, during which speakers presented seven demands: signing the UN declaration on indigenous rights; constitutional recognition of indigenous peoples and inclusion of their history, culture and heritage in textbooks; full implementation of the CHT Accord; formation of a separate land commission for plains indigenous peoples; ensuring traditional and customary land rights in the CHT and plains; justice for rape victims in Khagrachhari and across the country; and the unconditional release of members of the Bawm community.

The discussion was chaired by Chathowai Mong Marma, president of the celebration committee. Distinguished social worker and indigenous leader Sudhakar Tripura was the chief guest, with Monotosh Tripura as moderator.

3 more divisions

FROM PAGE 3

But the number rose sharply over the last 70 days, with the caseload reaching 1,711 and four deaths reported as of yesterday.

Asked about the cause, Habibur Rahman, director (Rajshahi division) of DGHS, said the sharp rise in cases in the Chapainawabganj district is the main reason behind this.

According to DGHS data, Chapainawabganj recorded 1,137 cases since January, which is 66 percent of the total Rajshahi caseload.

He said some areas like Nimtola and Masjidpara near Chapainawabganj District General Hospital have become dengue hotspots, contributing to the rise.

Lack of sufficient anti-mosquito drives, waterlogging, and high population density are the main causes behind the surge in dengue cases, he told The Daily Star last night.

"We are working with the local administration to bring the situation under control," he added, noting that two of the first deaths in his division were from Chapainawabganj.

Meanwhile, Chattogram division recorded 769 cases and three deaths until June 1 this year. Since then, the numbers have risen sharply to 3,423

cases and 16 deaths as of yesterday.

Asked about the rise, particularly in deaths, Chattogram Civil Surgeon Jahangir Alam said late hospital admissions have contributed to this. Additionally, many patients arrived with multiple complications.

In response to another question, he said the increase in the density of Aedes larvae, caused by various factors, is driving the rise in dengue cases.

Both the city corporation and his office are working to improve the situation, he told this correspondent last night.

As for Khulna, the division had only 163 dengue cases and two deaths until June 1.

However, by yesterday, the numbers increased to 1,200 cases and four deaths.

No progress on separate judiciary secretariat

FROM PAGE 3

as recruitment, transfer, and promotion of lower court judges, allowing room for executive interference.

Supreme Court officials say forming a separate secretariat would transfer these powers to the apex court, marking a major step towards judicial autonomy.

A law ministry official said, "We've drafted the ordinance for establishing the secretariat and held a couple of meetings with the Supreme Court. The draft is now nearly final. There's no further update."

He declined to provide more details.

On October 27 last year, the SC submitted a proposal to the law ministry along with a concept paper explaining the reasons and objectives behind establishing a separate judicial secretariat.

The proposal included a draft organogram titled "Secretariat for the Judicial Ordinance," so the law ministry could take steps to set up the secretariat and appoint a secretary, additional and deputy secretaries, and other

staff, according to ministry sources.

In the concept paper, the apex court noted that meaningful separation of the judiciary had long been elusive, mainly because successive governments lacked the political will to implement it.

However, a few days later, the ministry returned the proposal to the SC, requesting modifications.

On April 21, the court sent a revised draft titled "Supreme Court Secretariat Ordinance 2025" to the ministry, along with a list of proposed amendments to the Rules of Business 1996, the Allocation of Business, and the secretariat's organogram.

It also urged the ministry to take necessary steps.

According to SC sources, the proposed ordinance aims to institutionalise judicial independence. It outlines a framework for recruitment, promotion, transfer, budgeting, training, and professional development of lower court judges and staff under the Supreme Court secretariat.

On March 17, Chief

Justice Syed Refaat Ahmed said the judiciary can only fulfil its responsibilities effectively when institutional independence is ensured by establishing an independent judicial secretariat.

Chief Adviser Prof Muhammad Yunus, at a national seminar on June 22, said the government cannot avoid creating a separate secretariat for the judiciary. The chief justice and Law Adviser Asif Nazrul were also present there.

The Judiciary Reform Commission, which submitted its final report to the Chief Adviser on February 5, proposed transferring control and discipline of lower court judges from the President to the Supreme Court, along with establishing a separate secretariat.

Led by Justice Shah Abu Nayeem Mominur Rahman, a retired Appellate Division judge, the commission recommended amending Article 116 of the Constitution to ensure full judicial independence and separation of powers.

Article 116 currently states: "The control (including the power of posting, promotion, and grant of leave) and discipline of persons employed in the judicial service and magistrates exercising judicial functions shall vest in the president and shall be exercised by him in consultation with the Supreme Court."

The commission proposed enacting a separate law or ordinance to establish the secretariat, amending the Rules of Business, 1996, and creating rules and guidelines for its operation.

Speaking on the matter on July 31, Law Adviser Asif Nazrul said the government recently formed a separate service led by the chief justice to create posts for judicial officers, which is a step toward establishing the separate judiciary secretariat.

"This is being done step by step," he said, expressing hope that the secretariat's formation would be completed during the interim government's tenure.

Biman flight faces

FROM PAGE 3

Such technical failures have become common for Biman flights.

For example, a flight to Dammam returned mid-air due to a technical issue on July 28, while an Abu Dhabi-bound flight had to return after a toilet malfunction on Friday.

Last Wednesday, a Bangkok-bound flight returned mid-air because of unusual engine vibrations.

Due to such frequent technical problems on Biman flights, passengers have grown anxious and increasingly dissatisfied.

They expressed concern about their safety because of these repeated incidents.

Sources say Biman's Boeing 737 and Dash 8 aircraft have recently been experiencing recurring technical faults.

Aviation experts believe these problems are caused


by negligence in timely repairs and maintenance, as well as a shortage of skilled manpower.

As a result, flight schedules are disrupted and passenger confidence is rapidly declining.

Several senior Biman pilots told The Daily Star that if this continues, the airline's reputation will suffer greatly. They have advised immediate action, modernisation of maintenance processes, and strict adherence to safety standards.

Yesterday, after the issue of BG-585, the flight's captain apologised to passengers and assured them that all measures would be taken for a safe journey.

However, passengers said assurances alone are not enough and called for practical solutions and consistent safety guarantees.



বাংলাদেশ প্রকৌশল বিশ্ববিদ্যালয়, ঢাকা

নং সংস্থা/ব-৫৯/রে-১২৪৫তারিখঃ ০৯ আগস্ট ২০২৫

আবশ্যিক

বাংলাদেশ প্রকৌশল বিশ্ববিদ্যালয়ের RISE সেক্টরের "Intellectual Property Management of BUET" প্রকল্পে জরুরী ভিত্তিতে নিম্নবর্ণিত পদে এক বছরের জন্য সম্পূর্ণ অস্থায়ী ভিত্তিতে জনবল নিয়োগ দেয়া হবে। উল্লিখিত পদের জন্য যোগ্যতাসম্পন্ন প্রার্থীদের নিকট হতে আবেদনপত্র আহ্বান করা যাচ্ছে।

ক্রম	পদের নাম	পদের ন্যূনতম যোগ্যতা	পদ সংখ্যা
১.	সহকারী ইঞ্জিনিয়ার সর্বসাক্ষ্যে মাসিক বেতন ৳: ৩৫,৬০০/- টাকা	(১) কোন স্বীকৃত বিশ্ববিদ্যালয়/প্রতিষ্ঠান হতে কমপক্ষে বি.এসসি ইঞ্জিনিয়ারিং ডিগ্রিধারী হতে হবে। (২) প্রার্থীর শিক্ষাজীবনে কোন পর্যায়ে তৃতীয় শ্রেণি/বিভাগ গ্রহণযোগ্য নয়।	১টি

অগ্রাধী প্রার্থীকে সাদা কাগজে নাম, পিতার নাম, মাতার নাম, স্থায়ী ও বর্তমান ঠিকানা, শিক্ষাগত যোগ্যতা, অভিজ্ঞতা, জাতীয়তা, জন্ম তারিখ, মোবাইল নম্বর ইত্যাদি উল্লেখপূর্বক আবেদনপত্রের সাথে NID-এর কপি এবং সদ্য তোলা পাসপোর্ট সাইজের ০২ কপি ছবিসহ পরিচালক, RISE সেক্টর, ইসিই ভবন, ৯ম তলা, বাংলাদেশ প্রকৌশল বিশ্ববিদ্যালয়, ঢাকা-১২০৫ বরাবর পৌছাতে হবে। নিয়োগ পরীক্ষার/সাক্ষাৎকারে উপস্থিত হওয়ার জন্য কোন প্রকার যাতায়াত বা দৈনিক ভাতা দেওয়া হবে না। কর্তৃপক্ষ কোন কারণ ব্যতিরেকে এই নিয়োগ প্রক্রিয়া গ্রহণ/বাতিল/পদ সংখ্যা হ্রাস-বৃদ্ধির ক্ষমতা সংরক্ষণ করেন। নিয়োগ প্রক্রিয়ায় কর্তৃপক্ষের সিদ্ধান্তই চূড়ান্ত বলে গণ্য হবে। চাকরিরত প্রার্থীগণকে অবশ্যই যথাযথ কর্তৃপক্ষের মাধ্যমে আবেদন করতে হবে।

উল্লিখিত পদের আবেদনপত্র জমাদানের শেষ তারিখঃ ২৫/০৮/২০২৫

উপর্যুক্ত পদের বিস্তারিত তথ্যের জন্য বুয়েট ওয়েবসাইট (regoffice.buet.ac.bd)-Vacancy-এর Job circular page-এ Search করা অথবা রেজিস্ট্রার অফিসের সংশ্লিষ্ট শাখায় সরাসরি যোগাযোগ করা যাইতে পারে।

জিডি-১৭৫০

রেজিস্ট্রার

Students lock

FROM PAGE 4

Abdul Awal, a master's student of political science, said, "Two months ago, I suffered food poisoning after eating in this canteen. Today's incident was the last straw."

AF Rahman Hall manager Zainal Abedin claimed the rotten eggs had been set aside to return them to suppliers, although they were stored in the same refrigerator where fresh food was kept.

Economics department lecturer and house tutor Morshedul said, "If the provost does not take action, I will step down from my role here. The canteen and shop will remain closed from now on."

Assistant Proctor Kanan said, "We found that the food quality was unacceptable. The students did not resort to violence, and I commend them for that. We will discuss the matter with hall authorities and the top administration. Until then, the facilities will remain closed."

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার

খাদ্য মন্ত্রণালয়

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তারিখ: ২৩ শ্রাবণ ১৪৩২ বঙ্গাব্দ
০৭ আগস্ট ২০২৫ খ্রিস্টাব্দ

'অকেজো গাড়ি নিলামে বিক্রয়ের বিজ্ঞপ্তি'

খাদ্য মন্ত্রণালয়ের প্রশাসনিক কাজে ব্যবহৃত অকেজো ঘোষিত ঢাকা মেট্রো-চ-৫৩-৫৩২৫ নম্বর মাইক্রোবাসটি, খাদ্য অধিদপ্তর, ১৬, আব্দুল গণি রোড, ঢাকা এর চত্বরে সংরক্ষিত যে অবস্থায় আছে সে অবস্থায় নিলামে বিক্রয়ের লক্ষ্যে দরপত্র আহ্বান করা যাচ্ছে। দরপত্রের শর্তাবলী সহজিত সিডিউল প্রতিসেট ১,০০০/- (এক হাজার) টাকা (অফেরৎযোগ্য) সরকারি আর্থিক কোড নং- '১৪৮০১০১-১৩০২১৯-১৪২২৩২৮-দরপত্র দলিল ফি' খাতে ট্রেজারি চালানোর মাধ্যমে সোনালী ব্যাংকের যে কোন শাখায় জমা দিয়ে চালানোর কপি প্রদর্শন পূর্বক নিম্নস্বাক্ষরকারীর দপ্তর হতে ২০/০৮/২০২৫ খ্রি. তারিখের মধ্যে অফিস চলাকালীন সময়ে সিডিউল সংগ্রহ করা যাবে। দরপত্রের সাথে গাড়ির উদ্ধৃত মূল্যের ১০% জামানতের টাকা (আনেষ্টম্যানি) যে কোন তফসিল ব্যাংক হতে খাদ্য মন্ত্রণালয়ের অনুকূলে ব্যাংক ড্রাফট/পে-অর্ডার আকারে জমা প্রদান করতে হবে। দরপত্র আগামী ২১/০৮/২০২৫ খ্রি. তারিখ দুপুর ২.০০ টার মধ্যে নিম্নস্বাক্ষরকারীর অফিসে সংরক্ষিত বাক্সে জমা দেয়া যাবে। একই দিন দুপুর ২.৩০ টায় দরপত্র বাস্তব খোলা হবে। এতদসংক্রান্ত যে কোন প্রয়োজনে নিম্নস্বাক্ষরকারীর সাথে অফিস চলাকালীন সময়ে টেলিফোনে যোগাযোগ করা যাবে।

সকল সংযুক্তিসমূহ:
(১) কমিটি।

০৭-০৮-২০২৫
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