

Fewer Eid cattle markets this year in move to keep city clean

DCC is leasing out just 13 cattle markets to avoid traffic jams and ensure cleanliness in the city

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Dhaka City Corporation (DCC) is reducing the number of temporary Eid cattle markets again this year to just 13, as part of the Corporation's efforts to keep the city clean.

In 2001 and 2002, DCC permitted 21 cattle markets while the number fell to 19 in 2003, 16 in 2004 and 15 last year.

The DCC has already started the process of leasing out the 13 Eid cattle markets ahead of Eid-ul-Azha, likely to be held in the first week of January.

DCC mayor Sadeque Hossain Khoka said the corporation would further reduce the number of cattle markets in future.

"There is no need to make the entire city a cattle market. We have to spend a huge amount of money cleaning the venues after the makeshift market period is over," said the mayor.

The mayor said that DCC has increased the cleaning fees to be paid by the lessees of each market to the corporation. The fees this year will vary from Tk 15,000 to Tk 40,000.

The schedule for leasing the temporary cattle market is now

"Although the number of markets has decreased we are hopeful to earn more revenue than last year. We are expecting to collect at least Tk 2 crore revenue this year," said Abu Taleb, chief estate officer, DCC. Last year DCC earned Tk 1.61 crore from the Eid cattle markets

on sale and the last date for the submission of tenders is December 7, 2006.

The officials of DCC said they want to complete the whole tender process in good time to avoid last moment hassles. Competition for rights to operate the markets is expected to be intense.

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The DCC officials said that this year they would not allow cattle markets in Golapbagh

ground and the open space near Tejgaon truck stand, as in the past markets in these locations caused traffic jams and prompted complaints from locals.

Like previous years the selling of sacrificial animals in cattle markets will start three days before the Eid and will continue until the Eid day.

The thirteen cattle markets allowed for this year's Eid-ul-Azha are Rahmatganj, Dhupkhola, Hosseni Dalan, Meradia, Khilkhet Tanpara, Armanitola, Jigatala-Hazaribagh, Postogola, Shantinagar, Agargaon, Brothers Union playground, Uttara Sector-12 Rajuk ground and the field near Taltola bus stand. These will be in addition

to the permanent cattle market at Gabtali.

Although the DCC permits the lease owners to establish temporary cattle markets for four days, starting from three days before the Eid-ul-Azha, the lease owners usually establish their markets two or three days before the scheduled date.

DCC officials said they will be strict on this issue this year and cancel the contract if any lessee violated the rules.

A good number of illegal makeshift markets are set up in the city each year but DCC normally fails to take any action against such markets. The DCC has no preparations to deal with such a situation this year.

Bauls' desperate

FROM PAGE 21
The leaders of BBSS said they formed human chains, gave memorandum to the home and cultural affairs ministries to remove the ban and allow them to perform but the situation has remained unchanged.

"The bauls or jatra organisers have to undergo the same procedure to obtain permission as in the case for a public programme," said Mahbubur Rahman, officer-in-charge (OC), Ramna Police Station.

"I cannot remember any such occasion which we did not permit only because it was a baul show," said Kamrul Islam, OC, Tejgaon Police Station.

Political programs

FROM PAGE 21
Mizanur Rahman, a bus driver, said they have to use a different route for reaching Motijheel from Mirpur due to the closer of some roads during political programmes. This causes delay in reaching the destination and higher fuel costs.

The driver said usually he makes eight or nine trips between Motijheel and Mirpur but the traffic diversion forces them to reduce the trips.

The drivers said most of them do not get any fixed monthly salary. They are paid a certain amount of money per trip. So reduction of the trips reduces their daily income.

Passengers also suffer from this mismanagement as the buses cannot take passengers from the fixed stoppages due to diversion of traffic.

Ferdousi Akhter, a regular bus passenger, said it has become difficult for her reach office on time due to the traffic mismanagement. Sometimes she has to take a CNG autorickshaw to go to office that costs much.

Violators face 7 years behind

FROM PAGE 21
The BNBC and Metropolitan Building Construction Rules make all the professionals like architects, planners, civil engineers and geo-technical engineers involved in the process of a building construction responsible for their respective role.

Commenting on the disastrous building collapses in Savar and Tejgaon, Emdadul said that non-engineering construction work, overloading and change in use were the reasons behind the disasters, as no professional architects and engineers were involved with construction of those buildings.

Termining the provision of Tk 50,000 fine to punish the offenders as 'inconsistent' with the present day socio-economic condition, Vice-chairman of the Urban Development Committee Prof Abdullah Abu Sayeed said, "The amount of fine must be increased."

The compactness of urban development depends on the firmness of foundation of the buildings, he said.

"We have to have a culture of good practice in the construction to make the BNBC effective," said Vice-chancellor of Bangladesh University of Engineering and Technology (Buet) Dr AMM Shafiullah, suggesting formulation of a code of practice to implement the BNBC.

The BNBC comprehensively requires classification of buildings as per usages, structural design, load assessment, foundation, precautionary measures, safety aspects, fire exit, air ventilation and other provisions.

The experts present at the meeting said that any building constructed in compliance with the BNBC would be safe, durable and economic. The code clearly keeps provisions for earthquake resistant measures in any building.

Following recurrent earthquake disasters in the neighbouring Pakistan and India, earthquake experts have time and again called for extensive modification of quake resistance measures in the BNBC.

Headed by chief architect of the Department of Architecture, a 22-member National Steering Committee formed by public works ministry one and a half years ago on updating the BNBC has laid emphasis on updating the earthquake resistant mechanism.

Bangladesh Earthquake Society has so far suggested ground (soil) improvement, foundation detailing, code of practice in earthquake resistant designing and retrofitting of all the buildings of high public interest.

Public Works Department wants incorporation of seismic micro-zonation mapping

and practice of American Concrete Institute (ACI) code while the Geological Survey of Bangladesh has suggested incorporation of fault line mapping.

A steering committee, headed by chief architect of the Department of Architecture, was formed in 1991 to frame the proposed BNBC.

A group professional architects, engineers, planners and other professionals under the supervision of the National Steering Committee came up with the BNBC in 1993.

Initially, a government circular was issued asking the builders to follow the code as a good practice in construction but it failed to make the code effective.

Later on, the government took initiatives to make the code enforceable under The Building Construction (Amendment) Act of 2006.

Rajuk Chairman KAM Haroon, Public Works Secretary SM Zafrullah, Rehab President Abdul Awal, Brac University Vice-chancellor Prof Jamilur Reza Chowdhury, President of the Institute Architects Bangladesh Khadem Ali, President of the Planners Institute of Bangladesh Dr Toufiq M Seraj, among others, spoke at the works ministry meeting.

10.5x4

12x4