

Better infrastructure for future living

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45 lakh related to them. If we can establish a new place for them then we would be able to reduce a huge population pressure on the city. We have to divert Dhaka-bound migration.

Dr. Jamilur Reza Chowdhury

In the livability index the top countries have 2 to 3 people per square km (p/sq km) whereas in Bangladesh, even our national density is 1100 p/sq km. Globally the rate is 46.65 p/sq km. So global planning will not suit our problem. We have to think new. We see a correlation of livability with density. It cannot be done by planning Dhaka only. We need national planning. Bangladesh deserves unique planning. We have several plannings - 1959's master plan, ADB funded plan in the early 80s, DMDP in the 1994 and DAP from 2004 to 2009-10. The government passed the DAP gazette notification on 23 June, 2010. But after three days they declared that another high authorized committee would review it.

M. Mahbub Ul Alam, Member (Planning), RAJUK

We are still living in East Pakistan. We did not expand our Dhaka. In other countries they strictly restrict population density. We are now trying to do some betterment. We have planned to expand the city more. We have already succeeded in recovering the Gulshan Lake and Hatirjheel. We have to make a plan to expand our city from the zero point taking successive 100 km diameters. Then we will make in one side education city, one side cultural city, industrial city and so on. We have to preserve our heritage sites like Lalbagh Kella.

Shakoor Majid

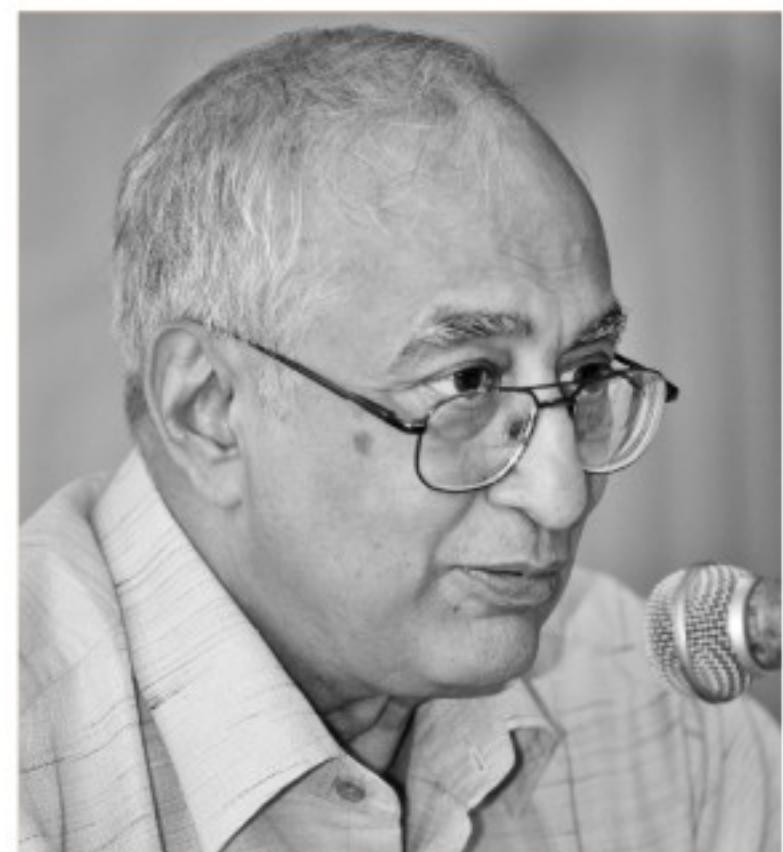
Rajuk has to define regulations to protect the heritage sites. If they allow destruction then how can we prevent our clients?

Dr. Jamilur Reza Chowdhury

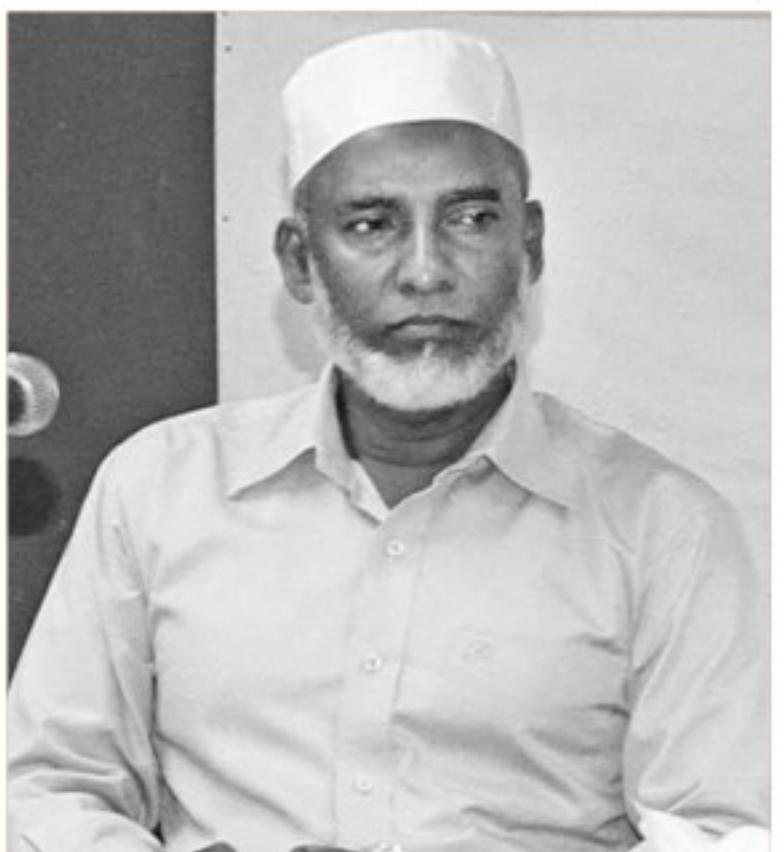
There is a special body for maintaining the heritage sites.

Mubashar Hussain, President, Institute of Architects Bangladesh

There is a provision that you can sell your building's height and preserve the site from further rise. We should follow the rule.



Dr. Jamilur Reza Chowdhury



Abdul Momin Mia



Dr. Munaz Ahmed Noor



Shakoor Majid



M. Mahbub Ul Alam



Mubashar Hussain



Tawfique Ali



D S Asif



ASM Ismail



Md Tofazzal Hussain

We have to include professionals in the decision making process. Professionals give us DAP, but if politicians fail to work out proper policies to implement it then we would get nothing. Some of our politicians, including ministers, told me that they would not let the DAP be implemented.

Dr. Jamilur Reza Chowdhury

I want to know about current status of DAP. We are seeing some obfuscation about it. Another point is that land developers are not following the DAP. Authorities seem casual about it.

M. Mahbub Ul Alam

There is a review committee under the local government ministry to look after DAP. We have been ordered to forward any DAP related issue to that committee.

Mubashar Hussain

Rajuk is very much eager to implement DAP. But they are controlled from higher authority who are not eager to let it happen.

M. Mahbub Ul Alam

Rajuk has no facility for continuous supervi-

Dr. Jamilur Reza Chowdhury

DMDP is going to end in 2015. We should come up with a new plan for next 15 years because present situation has changed much from the 1995.

M. Mahbub Ul Alam

We are doing paper works for the 2015-2035 programme. A DPP has been sent to planning commission. We will proceed with that after getting permission from them.

Mubashar Hussain

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M. Mahbub Ul Alam

Rajuk has no facility for continuous supervi-

sion on structural designs as we have no structural engineer. We have taken a plan to hire private consulting farms that will go through the structural design. We have already published tender in the newspapers asking for the consulting farms. We have to ensure that Rajuk is the body for making plan and design. Others should not meddle into it.

Another issue is maintenance. After construction of the structure we hand it over to the City Corporation. They should maintain it properly. For example, Gulshan Park was handed over to City Corporation and they turned it into Wonder Land. This should not have happened.

Shakoor Majid

There is an authority in the Dept of Environment (DOE) who gives clearance about buildings more than 10 storey. That means I should get all amenities necessary to live in the building. But it does not happen. The do not look after it. They just go after money and increase the burden of the clients.

Mubashar Hussain

We have taken the matter to the city development meeting, and the DG of the DOE agrees with us. But after getting back to his office he changes his mind. DOE clearance should be attached to industry, hospital and hotel like structures, not for general buildings.

Dr. Jamilur Reza Chowdhury

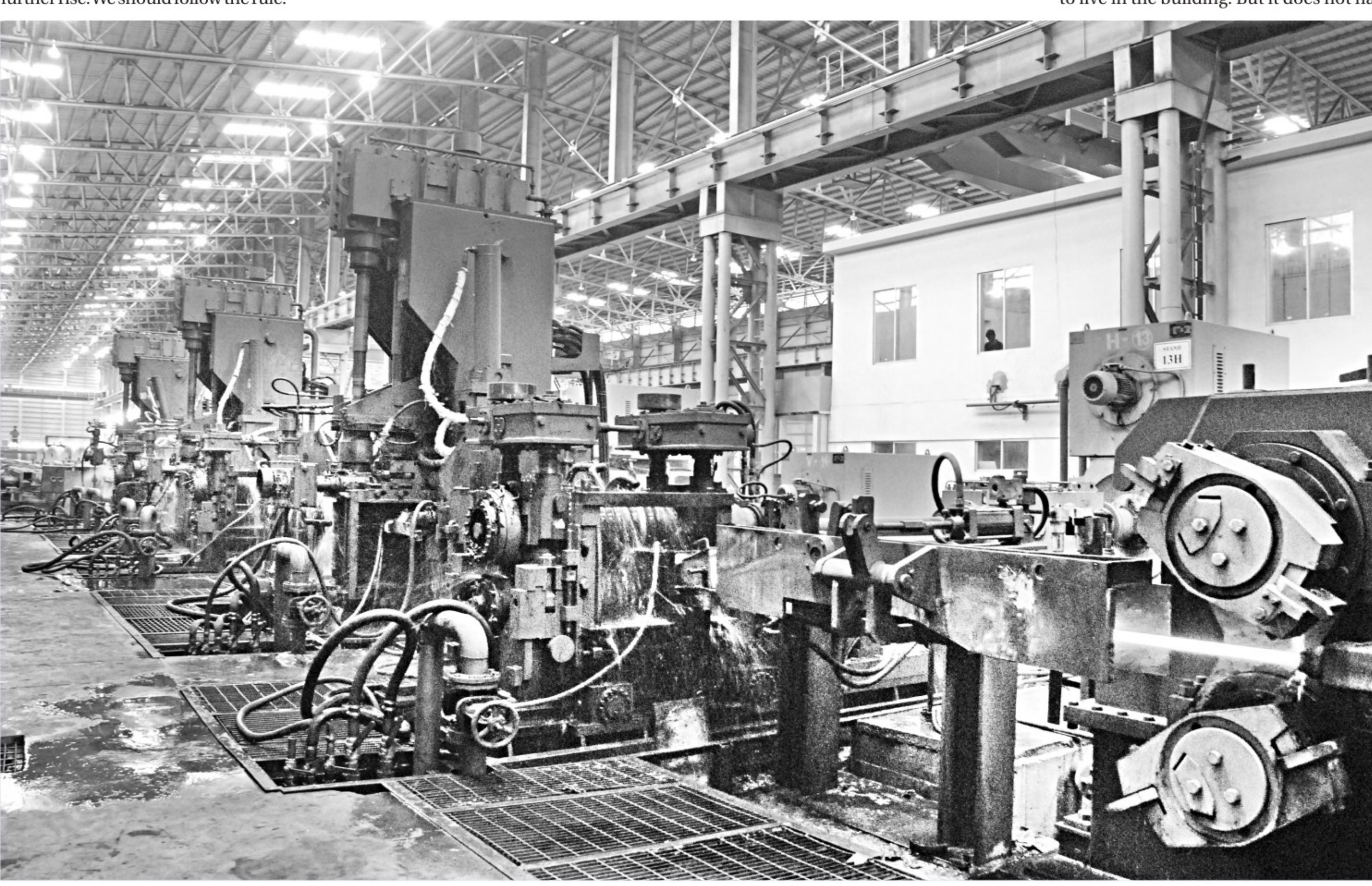
Government should maintain only one window to ease harassments of the clients.

Mubashar Hussain

If we just follow building code then it is enough. We need no further clearance from the government. It covers everything.

Dr. Jamilur Reza Chowdhury

We have three vital documents related to Dhaka city DAP, STP and BNBC. We have already discussed about DAP. Strategic Transport Plan will play a vital role in reducing traffic menace. The government has taken plans for Mass Rapid Transit (MRT). PPP is not suitable for these projects because these projects are very attractive from economic point of view but the financial returns are very low. Without subsidy or soft loan these projects are not viable. Delhi followed the same path. Elevated Express Way (EEW) would be viable under PPP where individual users will pay for using it. In the case of Bangladesh the plan is hindered by the resettlement strategy. Investors went to the bank for loan. Bank authorities asked for resettlement policy, and there is a huge gap between the government policy and the World Bank policy. Government would compensate only those who have legal paper of ownership, but World Bank means compensation for anyone who resides there. So there remains a gap. In India, to acquire land for the Delhi-Agra Express Way the government had to change the laws. They had to pay six times more than the market price. Without changing policies we cannot move ahead. Our compensation means office record which is much lower than the actual market price, and the proposed compensation fund get divided before reaching the original owner. In the case of metro rail project we are facing the problem of land acquisition. If we can solve this problem then by 2013 construction can start. It will be the first serious attempt to solve Dhaka's traffic jam.



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