

Industrialisation of Dhaka Zone

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BANGLADESH is a small and overpopulated country. Its economy is agriculture and rural-based. Population of Bangladesh is about 16 crore as of 2011. Geographical area of Bangladesh is 1,47,570 km. It means that population per square 1,842 Km is 1,842 in Bangladesh, the density of which is the highest in the world. According to the statistics of 1998, the administrative unit of Bangladesh is the following. Six Division, sixty four Zila, 690 Upazila/Thana, 4,457 Union, 59,990 Mouza and 86,174 Village. Bangladesh has recently been developing at a relatively better rate than ever before. This is a break-through stage in Bangladesh of transition from agriculture to industry. This is a very good sign of its economic development.

Without the industrial development a country cannot achieve its goal of satisfactory economic development. Briefly, industrial development is a pre-condition of overall development, which has already been started in Bangladesh. Comparing to our neighbouring countries including India, the recent economic progress of Bangladesh may be appreciated. For example, we have been able to increase our literacy to 67% and our longevity to 67 years, which are the same as in India. We strongly expect that our education and health status will cross those of India very soon. Once again, the industrial infrastructural development is a pre-condition which has to be improved anyway. Among

the industrial infrastructure, road communication is very important for the overall business development and business communication between the Division, Zila, Upazila, Thana, Union and Village, without which we cannot have a sustainable economic growth. In this article, we would be discussing about the different road communication between the industrial

been earning a lot of foreign exchange by exporting their quality industrial products to foreign countries. That way the entrepreneurs help themselves as well as the government of Bangladesh to economically go ahead. Let's have a walk through the highway from Dhaka Tongi -Gazipur-Bhaluka-Trishal-Fulbari-Muktagachha-Mymensingh; Dhaka-Gazipur-Sreepur

nication in the above industrial zone. Let us declare, Dhaka-Tangail, Dhaka-Mymensingh and Dhaka-Narshingdi as the prime industrial zone of Bangladesh. Government needs to provide an interior road network plan in these industrial zones right from now. For example, a multiple-lane road from 4 to 6 lane along these above mentioned existing highway, bypass road along both sides of the currently existing highway and the interior road network plan towards the interim regions of these industrial zones are very important for the industrial growth and development. If it is delayed, it would be very expensive for the government to do the above mentioned development work of road network. Because unplanned urbanisation has been taking place. Urbanisation has to be properly planned ahead. Industrial-residential development are also taking place simultaneously without any scientific plan. In near future if the govt. would like to acquire the land and pay the compensation to implement and construct its road development network, it would then be very expensive for the government.

Therefore, the government of Bangladesh and the Ministry of Communication in particular should think about these problems and prospect as mentioned above right from today.

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zones around Dhaka. If we travel from Dhaka to Tangail, Dhaka to Narshingdi, Dhaka to Mymensingh, we will see a lot of growing industry beside the above mentioned highway. Along these highway the industry of different sizes have been growing very fast, most of which are export-oriented and labour-intensive. A large employment creation is in process by employing locally available cheap and hard-working labour. The aggressive industrial entrepreneurs in this area have

and Kapasia; and Dhaka-Kaliakoir-Mirzapur-Basail-Delduar-Tangail. We can see a lot and a continuous growth of industry as well as the urbanisation along the above mentioned highways. These industrial zones are not remaining as village anymore. These area have recently been converted to urban area and developed entirely by the private initiative. The Government of Bangladesh needs to help people by developing the industrial infrastructure and constructing an interior road commu-