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MODERNIZATION OF A RIVERPORT GATEWAY, THE TERMINAL OF DHAKA

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ABSTRACT

Sadarghat, one of the most crowded and busy area of Dhaka, Bangladesh is the major riverine port for waterways transportation. main approach to the river Buriganga.

It is the heart of Old Dhaka. Stays busy all day long, full of any kind of bouts and people.

A constant stream of humanity flows up gangplanks and on to ferries moored tightly together along rusting pontoons. Amidst the chaos, men kneeling on the top deck of ferries and praying towards the setting sun are seen. Wide-eyed families look as though they came from another planet.

KeyWords

Riverport, Terminal, Mobility, Pontoon, Gangway, Ferries, Transportation

A **port** is a location on a coast or shore containing one or more harbors where ships can dock and transfer people or cargo to or from land.

Dhaka Sadarghat, also called **Sadarghat Port**, the Dhaka City River Front, located in the southern part of Dhaka, on the river Buriganga, is one of the most dynamic places in Dhaka Here, the Sadarghat River Boat Terminal is one of the largest river ports in the world. About 300 large and small passenger river boats (motorized) depart and arrive with an average of 500 passengers every hour at the terminal every day. According to the officials at the terminal, 1, 50,000 people, in average, use the terminal for departure and arrival every day. At this place hundreds of country boats laden with passengers and merchandise cross the river.



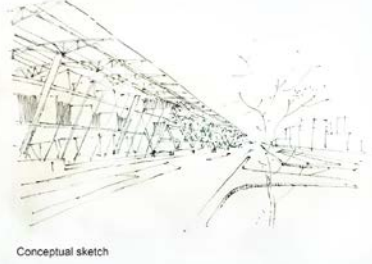
The River Buriganga, though smelly and muddy, is the lifeblood of Old Dhaka. It's fascinating to watch the large river ferries, overladen with people and local produce, and the loading and unloading activities to ramshackle warehouses on the riverfront. Triple-decked ferries are docked along the side of the jetty while small wooden boats pile their trade in between. The shrill of sirens sound like an air raid as boats depart and arrive from the countryside.

SWOT chart:

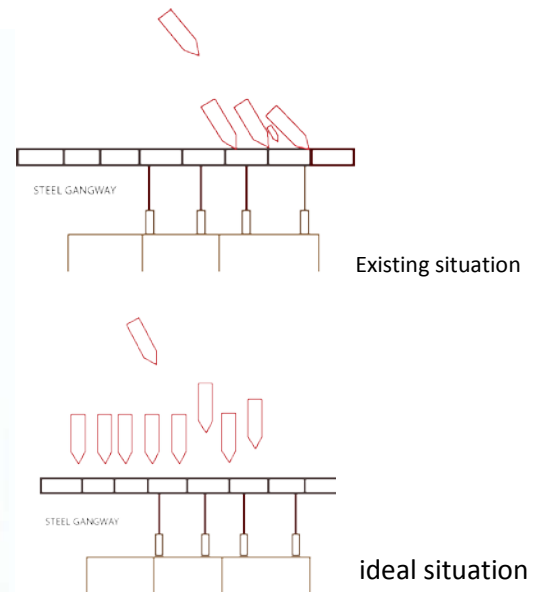
TOPIC	STRENGTH	WEAKNESS	OPPORTUNITY	THREAT
Landuse	Mostly surrounded by commercial area & public area.		More inviting for commercial trade between retailers & passengers.	
Permeability	Good interaction between passengers & commercial people.	Space constrains for public gathering.	Spatial arrangement/ re-organization can improve the interaction.	
Traffic flow		Division between 3 major movement vehicular, pedestrians and cargo.		Pedestrian flow being interrupted for traffic in Buckland hard road & vice versa.
Social gathering			Social gathering is possible if proper arrangement is done	
Transportation		Incapable of dealing heavy traffic during festivals.	Proper direction. Proper placement of signage.	Improper management. Improper space. No formal ticket- zone. Buffering zone missing.
Handling of Different type of Transportation		Absence of MRT. Absence of public transport. Improper handling of other vehicular services, (ng, car, taxi). No pedestrian movement.	Proper setback from main street & establishing own holding bay.	Heavy traffic/ major traffic jam is the result.
Connectivity		Inter-city connectivity.	Providing an arrangement for inter-city & city level public transportation.	Adding extra pressure on capital city.
Signs and symbols		Proper signage & direction is missing. People get confused & lost. No separate zone for arrival & Departure	Proper placement of signs and symbols can solve the problem.	
Central gathering		No central gathering space.	Spatial arrangement can improve the situation.	Public communication is hampered

DESIGN OBJECTIVES:

- Sadarghat river port terminal should be the representative as the gateway of Dhaka city.
- Generating a different circulation pattern for both cargo and passenger vehicles.
- Creating a smooth and different traffic flow for both slow vehicles, fast vehicles and pedestrian circulation.
- Generating a different circulation for both arrival and departure passengers.
- Provision for both short term & long term waiting.
- Introduction of shopping facilities to facilitate passengers.
- More lofty space is required to represent the terminal as a urban gateway to Dhaka city through water channels.

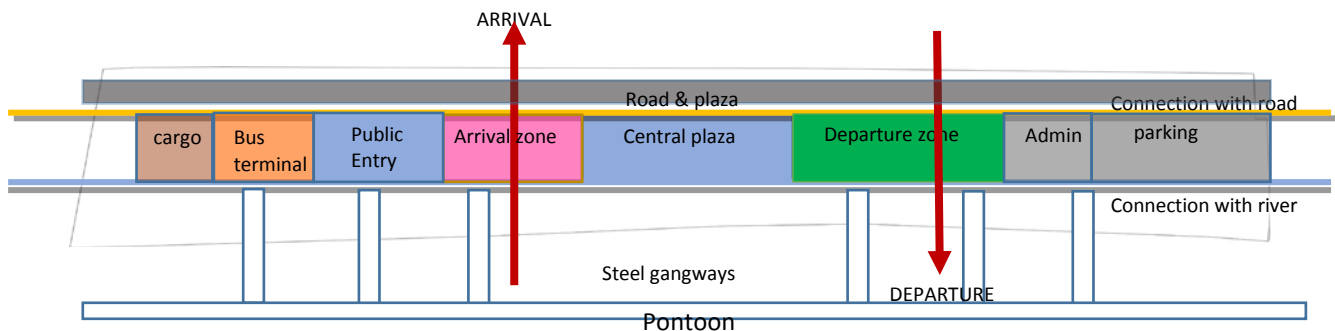


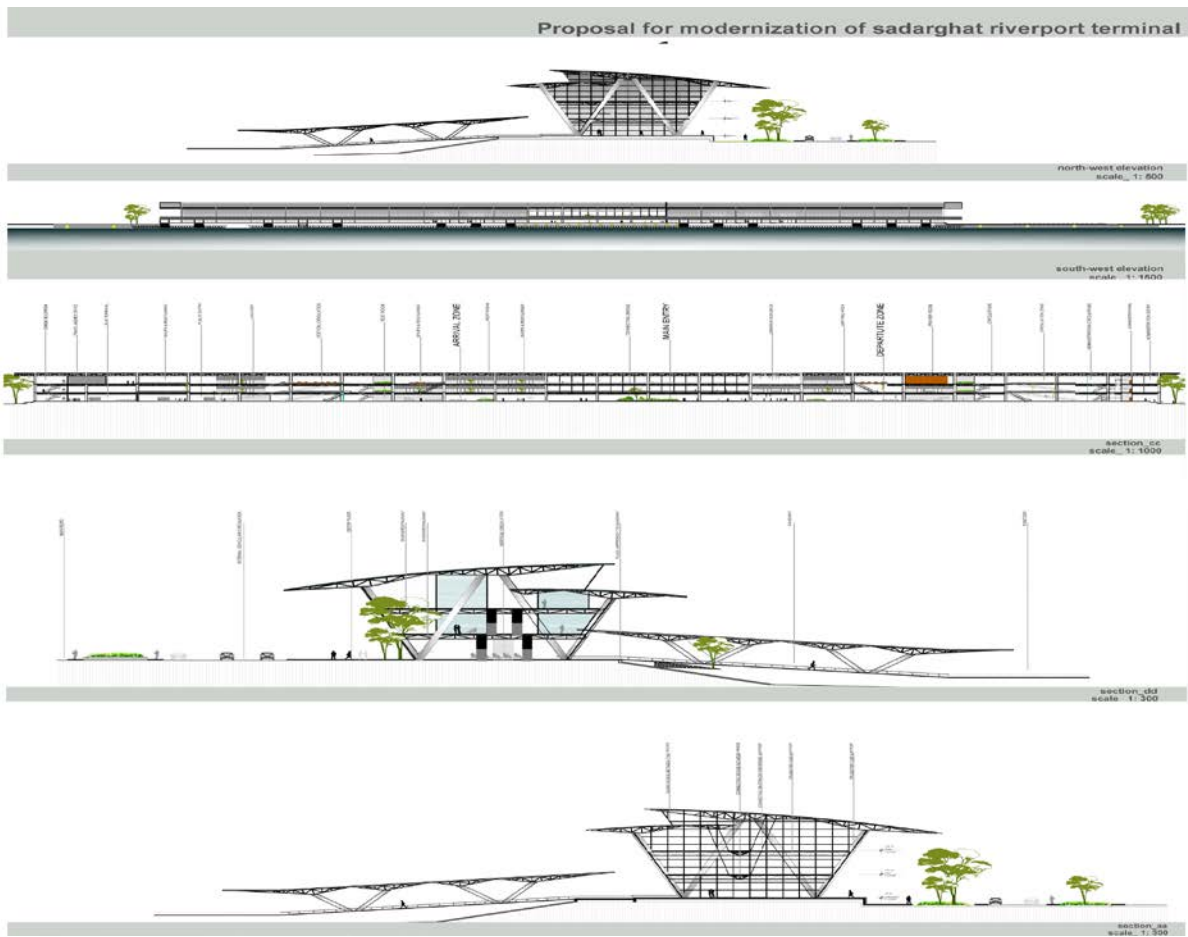
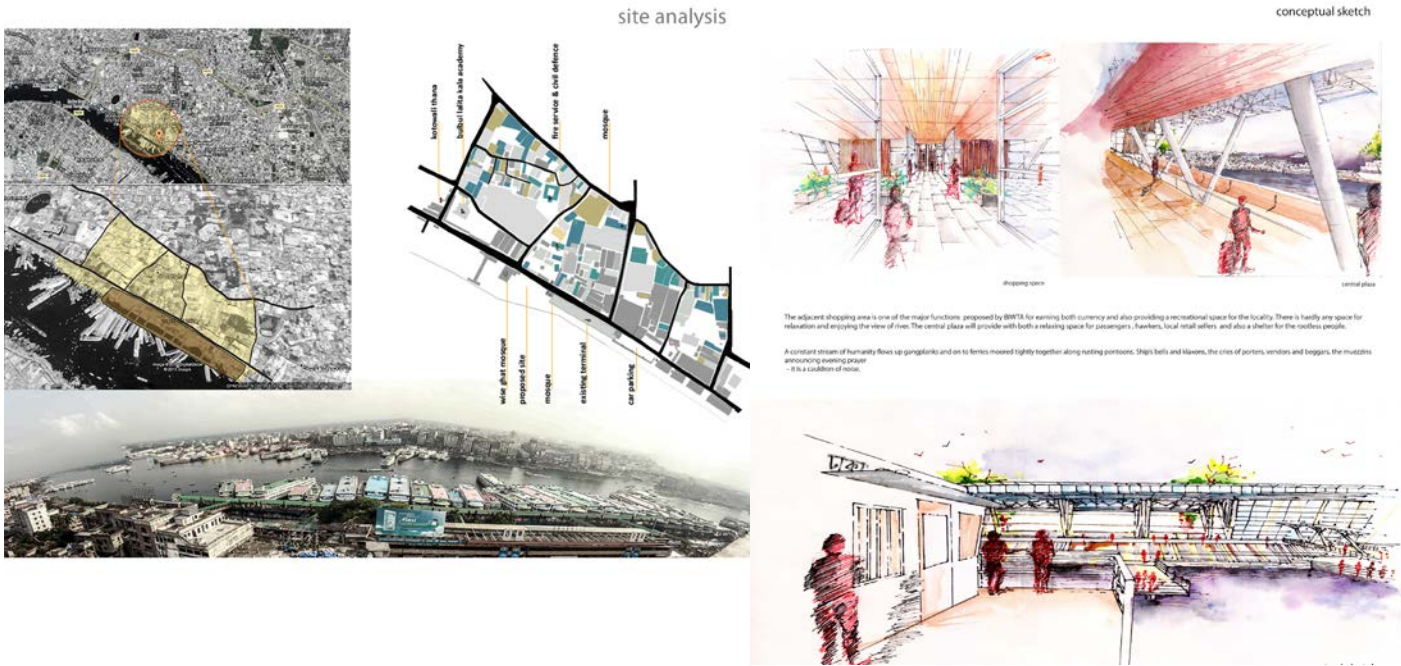
Conceptual sketch



Existing situation

ideal situation







Conclusion

Traffic along the Buriganga river is most common and happening at almost any given hour of the day: big boats and small boats filled with all sorts of different goods make their way up or down the river stream, launches (this is what ferries are called in Bangladesh) come and go, cargo-ships that need a repair job are parked along the waterway...all is normal here at Sadarghat port. As you can imagine with all these boats, several movements of these ferrymen are clearly not for the faint-hearted, but somehow it works out most of the times. Still, every day one or two boats capsize. And sometimes people die. Sadarghat port is an experience itself and a must for every Bangladesh visitor – the daily chaos with all these boats on the river will stay with you for a long time.

Acknowledgment

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