



Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it's the only thing that ever has.

-Margaret Mead

SHEHRI

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KARACHI'S MASTER PLAN - A PLAN WITHOUT DIRECTION?

By Arif Hasan

The Master plan of a city basically does three things:

1. It plans for the growth of the city.
2. It develops the institutional mechanisms for city management.
3. It develops the rules, regulations and procedures for making development and management environmentally sound and sustainable.

In planning for growth, the master plan develops broad outlines and directions for housing, water supply, sewage, transportation of people and cargo, roads, energy and social facilities such as health, education and recreation. In addition, the Master Planning works out the scale of this growth and collects the necessary demographic, social and economic data necessary to plan for it.

City management directions are also laid down by the master plan. These include the management of infrastructure and the development of revenues for it; modifications and changes in the existing planning and management structure to make it compatible with new developments in the city; and the development of coordination between various agencies involved in city management.

For making development and management environmentally sound and sustainable, the master plan updates and/or develops bye-laws, zoning regulations and the procedures for having them implemented and overseen.

Since 1951 Karachi has had a number of master plans. None of them have been fully implemented and one can safely say



Like our traffic, Karachi's Masterplan also seems to be chaotic and directionless

It is unlikely that conditions will improve in Karachi due to the Development Plan 2000. If they do improve it will be because people take over the management of their lanes and neighborhoods and pressurize agencies to improve their functioning on an ad-hoc basis. Hopefully community groups will be strong enough in the year 2000 to develop technical and planning alternatives, with the help of concerned professionals and professional organizations, and lobby with the state to have them implemented.

that they have failed. There are a number of reasons for this:
1. The Karachi Master Plan is prepared by the Master Plan and Environmental Control Department (PM&ECD) of the

Karachi Development Authority (KDA). However, the KDA only deals with the physical aspects of housing, land development and its physical

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CITIZENS' REPRESENTATION IN KDA A MUST

KDA, along with other civic agencies, has ravaged the city causing enormous environmental damage. It is high time that the public was given representation in the KDA as well as all the other civic bodies. It is imperative that there be citizens' representation in government departments considering the level of maladministration that exists. Citizens need to see that decisions taken by the administration are in conformity with rules and regulations and that civic policies are for public welfare rather than its profit. As things stand today, civic bodies such as the KDA and others feel they have no responsibilities and are unanswerable to citizens and NGOs. SHEHRI demands that, as well as other democratic citizens' organisations working for public welfare, be made members of KDA's Governing Body.

PROBLEMS OF FUNDING WITH DONORS

Almost any NGO (non-governmental organisation) operating in this country today, be it an environmental, developmental or socially-related organisation, has, at any given time, suffered donor-induced setbacks or problems. Though not serious enough to completely hamper the functioning of these organisations, donor/funding issues do manage to upset the smooth functioning of NGOs, particularly when they are completely reliant on donor agencies for financial support. SHEHRI has had its own experiences with donors in trying to obtain funding for its projects. A case in point is the 'Population Clock' campaign. SHEHRI approached several donor agencies for financial support for this campaign which is basically a 15-30 second T.V. commercial highlighting the population problem and linking it

to diminishing resources and services. The commercial proposes to create awareness about this important issue by focussing on three basic areas - environment, health and education. At first, SHEHRI approached some multinationals most of whom are very reluctant to support a less-publicity-for-them campaign, and perhaps this is understandable. However, some multinationals do support such causes - perhaps for the publicity or maybe because they do not want to be left behind when so many are jumping onto the environmental bandwagon or perhaps because the idea of litigation is catching on which could end up costing them more in the long run. However, as far as the above mentioned campaign is concerned, multinational support was not forthcoming. At present, the 'Population Clock' campaign is in its second year and has still not managed to get off the ground. However, a well-known international agency has agreed to sponsor the production of one of the T.V. spots for the 'Health' commercial. SHEHRI is hopeful that something positive will come of this collaboration. However, producing the commercial is not enough - one still has to try and get it broadcast on a shoestring budget. Here one hopes our T.V. networks will show some support for this. As far as solely-donor agencies are concerned, from the NGO point of view, the following can be seen as the main problems of the donor-NGO relationship:

- i) Bureaucratic procedures/red tapism.
- ii) Donors are unwilling to move away from big-name, well-connected NGOs, most of whom are already well provided for due to this very reason.
- iii) The process of obtaining funding is too involved, time-consuming and requires a lot of paperwork. Of course, no one can dispute that it is very necessary for any donor to closely scrutinise the credentials of any organisation it is considering giving aid to.
- iv) Donors place too many demands/restrictions and try to control the projects of funded organisations which hampers work.
- v) The funder-funded relationship is an insecure one. Support can be stopped anytime. This prevents long-term planning which is a prerequisite for many projects.

NOBODY LOVES KARACHI

By Syed Zaigham S. Jaffery



Just imagine the traffic load this portion of Feroz Street near Empress Market takes and yet it is being encroached upon by pushcart vendors

Karachi embraces the 'effervescence' and the economic effete of all other Pakistani cities and villages with its warmth and its largess. Its problems then are, in a great measure, and in the final analysis, due to this all-embracing but unacknowledged generosity.

the most platonic of relationships, the most selfless service for a beloved whose tresses are the trees and flowers, whose eyes are the sun and moon in the sky above it, whose body is the earth that forms it, whose progeny is the sustenance that it provides us... And, in return, it asks for nothing, absolutely nothing - except a little bit

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Love comes in many colours and in more hues than in the rainbow.

Of the myriad variations of love, the one that is reserved for a place, for a space, for an abode is the most intangible, the most mysterious and perhaps one that inspires the greatest bondage and the fiercest pride. Men have gone to war over it, women have died for it.

This is the type of love that inspires



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KARACHI'S MASTER PLAN
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implementation. The maintenance of KDA development is carried out by the Karachi Municipal Corporation (KMC) which is also in charge of running markets, certain aspects of public health and education, recreation and parks. The water and sewerage development and management is done by the Karachi Water and Sewerage Board (KWSB); energy is generated and distributed by the Karachi Electric Supply Corporation (KESC) and the Sun Southern Gas Company. In addition, the Cantonment Boards in Karachi perform the functions of the KDA and the KMC in their own areas and the Karachi Port Trust (KPT) is in charge of the development, management, operation and maintenance of the port area and its related activities. Similarly, there are a number of actors in the transport drama. They include the Karachi Transport Corporation (KTC), the Bus Owners' Association and the Pakistan Railways. There is no coordination between all these agencies except on paper although their mandates are inter-dependent. Hence master plans do not work.

2. Even if there was coordination between the different agencies, things would only be marginally better. This is because, apart from a couple of agencies, Karachi's development and management institutions have neither the capacity nor the capability of doing what they are supposed to. Apart from the offices of higher-ups almost nothing exists. Development takes place without maps and plans, engineers do not have basic tools, the contractors employed do not have the required skills and the organizational culture of these institutions promotes a laissez-faire attitude.

3. Given the lack of capacity and



'Karachi Abadis' or urban squatter settlements have mushroomed all over the city.

In the case of Karachi, its bye-laws have been borrowed out of context from the cities of the First World. They do not seek to regulate and/or support market trends and directions and nor do they relate to a vision of the city. Most of the bye-laws simply cannot be implemented as they will require an honest "thana" in each neighborhood to oversee them. This is an impossibility!

capability of Karachi's planning and development agencies, there is a big demand-supply gap in all development and management aspects. This is made up by the activities of the informal sector and much of Karachi's development takes place before planning is done. The immense vitality of this sector is not tapped by the formal planning process and nor do the planners take this vital sector into consideration when working out the directions of the Master Plan.

4. The building bye-laws and zoning regulations were developed in 1979. They

have not been updated or modified since then. Bye-laws and zoning regulations are framed to regulate, support or direct existing trends and directions governed by market forces. In addition, they relate to an overall vision of the city that is spelt out by the master plan. Also, the procedures and institutional arrangements for the implementation of bye-laws and zoning regulations have to be compatible with both the socio-economic conditions of the citizens and the capacity and capability of the regulatory bodies. If that does not happen then it leads to administrative helplessness, inefficiency and corruption. In the case of Karachi, its bye-laws have been borrowed out of context from the cities of the First World. They do not seek to regulate and/or support market trends and directions and nor do they relate to a vision of the city. Most of the bye-laws simply cannot be implemented as they will require an honest "thana" in each neighborhood to oversee them. This is an impossibility!

5. Karachi is now a mega-city. Its planning, development and management cannot be done by highly centralized organizations. Whereas the overall

directions should be set by a city government, sector, sub-sector and neighborhood planning, management, revenue collection and maintenance and operation of systems should be done by semi-autonomous agencies operating at the local level. This is how most of the larger cities function today.

The Karachi Development Plan 2000, has been prepared for the city during 1987-89 by the MP&ECD. Water supply, sewerage and electricity are being taken care of by their respective agencies and as such they do not form part of the plan itself. In the absence of data for the health and education sectors, especially in the private sector, no scientific planning for social facilities can take place. A mass transit study has been undertaken and proposals for a mass transit system have been developed. However, these proposals do not relate to issues of traffic management, transportation of cargo and the services sector to transportation, and existing bus and train systems, which have an important bearing on the mass transit proposals.

In the field of housing and land development the Development Plan 2000 has proposed the following:

1. No new land developments are to take place for the next decade as there are over 300,000 developed vacant plots in Karachi. This proposal is already being violated as plots are a major source of political patronage. In addition, in the absence of land development, how is KDA going to finance itself?
2. Vacant plots in KDA and KDA supported schemes have to be occupied. It is not possible to force the occupation of these plots without major legislative support and restructuring of the relevant KDA departments (one might say of the KDA itself). However, no suggestions to this end have been made.
3. High-rise housing is to be developed on vacant land in the city center and through re-development projects. There are no studies to justify this very major decision. On the contrary, studies on the Limes Area Re-development Project carried out by the Department of Architecture & Planning at Dawood College, Karachi, point to the need for preserving and developing open spaces, or for using them for car parking, civic amenities etc. in the inner city. The high point of the Karachi Development Plan 2000 is that it has introduced into the

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of caring a little bit of understanding, of its moods, its seasons and its tender balanced existence in the realm of nature. Unfortunately, for a long time we have not loved Karachi the way we should. Our dreams for this city are clouded.

In the meantime, while we are here we dream of Sahiwal, Sargodha, Sialkot or Surat, we earn here but invest our earnings in Abbottabad, Attock, Tando Allahyar or the Adam Khel Agency; we cannot escape Karachi but our nostalgia takes us often to Mainital, Nagpur, Baroda, Bureilly and Bombay.

The majority of Karachi's population has its hearth somewhere else and its critical eye on the "awful" problems that face this sprawling Asian metropolis.

...And yet Karachi, like the Mother City of Pakistan that it is, embraces the "effervescence" and the economic effete of all other Pakistani cities and villages with its warmth and its largess. Its problems then are, in a great measure, and in the final analysis, due to this all-embracing but unacknowledged generosity.

Not surprisingly, it has been said that Karachi is a city that nobody loves; but it is also a city whose importance, never has and can never be underestimated as a commercial, business, industrial, military, administrative, and banking centre straddling the key national and international sea, air and land routes. Located at the edge of the deserts of Sindh and at the mouth of the Indus Delta, it has harboured not only the tired fleets of Alexander but has given shelter to thousands of destitute Muslim families from wherever they came: India, Iran, Tanzania, Uganda, East Pakistan, Burma and elsewhere.

Karachi's rise from a mere fishing village (whose origins are shrouded in history) to a busy, bustling sprawling metropolitan area, makes one of the most fascinating urban

biographies of cities in the region. There is controversy about its origins and its antiquity, but there has never been any controversy about the principal function of Karachi: a port for the northern hinterlands of the Indus Valley, the granaries of the Punjab, the Sarhad and even Afghanistan (and now, the Central Asian states).

The features of this city, its growth and urban explosion have thus been linked not only to the socio-economic conditions of the hinterland but also to the political conditions of the sub-continent. The Australian planner Rudduck has listed three milestones in the history of Karachi: Bartle Frere's insistence that Karachi, not Calcutta, should be the port for the Punjab; the US Civil War and the resultant cotton export boom in the area now constituting Pakistan and thirdly, the selection of Karachi as the capital of the newly created state of Pakistan in 1947, enabling the city to step out of the shadow of Bombay which always received more attention from the British.

To these, one might have added a fourth growth factor- the glut of money from the Middle East. No wonder Ahsan Halim, in 1974, called it a "Caesarean-born city; strange, fascinating and unreal, fathered by accident out of expediency and then nurtured by artificial means so that it attained a girth at 180 years that it should have done in a 1,000."

Mr. M. B. Naqvi lamented in the 'Dawn' recently (June 3, 1993) that "Karachi is the strangest metropolis; its requirements are wilfully being neglected. Not merely that- there is a long history of just such an attitude. Certain political and sociological reasons can be cited as having been responsible for it. What is more relevant is the consequences of this neglect." Meanwhile, the city continues to grow: boiling and bubbling. New concrete jungles, newly planned slums replacing humane habitats, bitumen roads tearing grey hills asunder and

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SEMINAR ON 'KARACHI - TODAY AND TOMORROW'



Seated from left to right are Mr. Arif Hasan, Mr. Zaigham Jaffery, Mr. Qazi Faez Isa, and addressing the audience is Mr. Navaid Husain

August 1, 1993, marked the 41st death anniversary of Jamshed Nusserwanjee, known as the 'Maker of Modern Karachi', and a great urban planner and philanthropist. Jamshed spent his entire life working for the betterment of Karachi and became the first Mayor of the city. To observe his death anniversary, SHEHRI and Karachi Theosophical Society (KTS) collaborated to organise a seminar on 'Karachi - Today and Tomorrow' on August 6, 1993, at Jamshed Memorial Hall, the Head Office of the KTS. Speakers included Mr. Zaigham S. Jaffery (Director KDA Design Bureau and Chairman Pakistan Council of Architects and Town Planners), Mr. Arif Hasan (Coordinator Orangi Pilot Project and Chairman Urban Resource Centre) and Mr. Qazi Faez Isa (Bar-at-Law and Vice Chairman

SHEHRI) who was acting as moderator. In his welcome address, Mr. Navaid Husain (Chairman SHEHRI) paid rich tributes to Jamshed Nusserwanjee and gave a comparison between the Karachi of today and that of Jamshed's times. Mr. Zaigham Jaffery, in his speech entitled 'Karachi - City Nobody Loves' lamented the fact that we, as citizens of Karachi, have not developed any love for, or any civic pride in our city. Karachi is home to millions, yet very few of its citizens possess any love for it. Added to this is the fact that the city has immense urban and civic problems which the administrative bodies have not been able to deal with effectively - mainly due to a lack of coordination amongst these agencies. He mentioned that if something was not done soon to check these problems as well as the massive

increase in the urban population, it might be too late to save our Mother City. He appealed to all architects, planners, politicians, developers and administrators to wake up to their duties to save the present system from total collapse. Mr. Arif Hasan was the next speaker and he gave a detailed talk on 'City Management - Directions for the Future'. He said that massive corruption and chaotic development were the main problems in Karachi's development. He underlined the need for setting up a "city government" to get rid of redundant civic organisations to overcome civic problems. Commenting on the role of the various administrative agencies, Mr. Hasan said that the KDA, KMC and other related organisations were all highly bureaucratic setups with no proper system of operating. He said that corruption was rampant and that more than a dozen agencies which are supposedly dealing with urban affairs have no coordination amongst them which results in duplication of work, waste of time and money and complete failure to deal with the mighty problems confronting the citizens. He urged all Karachiites to utilise public pressure to get their problems solved. Mr. Qazi Faez Isa, in his concluding talk, summed up what the other speakers had said and also cited examples, with the help of slides, of the Karachi of today. He showed the audience numerous examples of unauthorised constructions, encroachments, pollution, pressures on urban population and other facets of everyday life in Karachi. The seminar concluded with a lively question and answer session with members of the audience participating and expressing their own views and opinions. This was followed by a vote of thanks to the KTS and the speakers, after which refreshments were served.

ENVIRONMENTAL AWARENESS PROGRAMME



At SHEHRI's Environmental Awareness Programme, facing the audience (from left to right are) Mrs. E.C. Pinto, Mrs. Mehtab Akbar Rashdi and Mrs. Amber Alibhai

SHEHRI conducted a one-day Environmental Awareness Programme on August 21, 1993, to inform participants about the present state of the environment and environmental laws and the steps one could take to seek redressal of their grievances. The programme was conducted by Mrs. E.C. Pinto, Advocate and Incharge Legal Cell, SHEHRI-CBE. After the welcome address by Mr. Navaid Husain, Chairman SHEHRI, Mrs. Pinto spoke on various aspects of environmental law and explained the various laws that exist to curb the menace of environmental degradation. Mrs. Pinto's detailed lecture was followed by a talk by Qazi Faez Isa, Bar-at-Law and Vice Chairman SHEHRI, on the technical aspects of various laws and ordinances and the lacunae that exist in them. He also explained the methods one could adopt to seek legal redressal. Mr. Zain Sheekh, lawyer, also added his comments to Qazi Faez Isa's points and the Pakistan Environmental Protection Ordinance (EPO) of 1983 was discussed in great detail. Other speakers included Ms. Marvi Memon of IUCN, Mrs. Amber Alibhai, Legal Advisor SHEHRI, who focussed on the present state of the urban environment with reference to the PECHS area and Mrs. Safina Siddiqui of KAWWS. Mrs. Radia Khatib of PCSIR spoke on Solid Waste Management with the aid of slides. This was followed by a panel discussion in which all participants and panelists took part, along with the Chief Guest for the proceedings who was Mrs. Mehtab Akbar Rashdi, DG EPA Sindh. Mrs. Rashdi gave a brief

outline of the EPA and its functions and spoke about the effluent standards that were passed by the Environmental Protection Council at its first meeting held recently. She emphasized that awareness should be created at every level including the bureaucratic level and in the representatives of the people i.e. MNAs, MPAs etc. The outcome of the day's proceedings were that several recommendations were made and passed on to Mrs. Rashdi. These included:
 i) According to the EPO, a period of 60 days is allowed between the filing of a complaint and the taking of action. It was recommended that this be reduced to 14 or less days.
 ii) In Section 21 (d) of the draft of the Environmental Protection Act (1993), the term "aggrieved person" should be changed to "any person".
 iii) The present caretaker government should set the emission control standards as soon as possible, before the elections.
 iv) Mobile tribunals or "public interest litigation" camps should be set up.
 v) The topic of "environment" MUST be included in the manifesto of all political parties.
 vi) The Urdu and local languages media should be more environmentally-aware and active.
 vii) The electronic media should conduct environmental-awareness workshops. Also, other means such as theatre and print media could be used more effectively to campaign for the environment.
 viii) The EPAs should publicise their activities more so that people become more aware of them and greater cooperation should exist between EPAs and NGOs.

DEMONSTRATION AGAINST ILLEGAL COMMERCIALISATION



Demonstration against illegal Commercialisation

Over a period of time, the entire P.E.C.H.S. area has been completely ruined by illegal commercialisation and the encroachments that have followed. It seems the encroachments have reached their zenith which is in the form of acute traffic congestion every morning and evening on numerous roads in the area; even the bye-lanes are used by minibuses. To protest against car showroom owners, property developers, multistorey builders and encroachers

who are ruining the area, SHEHRI organised a demonstration on the morning of August 19, 1993, at the junction of Khalid bin Waleed Road and Allama Iqbal Road in the P.E.C.H.S. area. SHEHRI members and supporters collected there with banners protesting against the commercialisation of P.E.C.H.S., the new one-way traffic scheme and the tree-cutting campaign launched in the area, car showrooms, multistorey shopping malls and apartment blocks, the breakdown of the basic infrastructure of the area because of

these structures etc. The banners carried statements such as "Hands Off Our Area And Roads", "Give The Pavements Back To The Pedestrians", "PECHS Stands For P-Police Apathy, E- Encroachments, C- Commercialisation, H- Highrises, S- Showrooms".



The smallest drip from a leaking tap can waste over 50 gallons a day.

JOIN SHEHRI TO CREATE A BETTER ENVIRONMENT

If you wish to join **SHEHRI** please send this card to:

SHEHRI - Citizens for a Better Environment
 206-C, Block 2, P.E.C.H.S., Karachi -75400, Pakistan
 Tel: 441788; 442570 Fax: 4548226

Name: _____ Tel. (Res) _____
 Address: _____
 Occupation: _____ Tel. (Off) _____

- SHEHRI-CBE's new members are:
- 161. Majid Nayer Faridows
 - 162. Mr. Sajjad Ahmed - Advocate
 - 163. Ms. Denizze Asim Puri - Nutritionist
 - 164. Mr. Behran Sohrab H.J. Rustomji
 - 165. Dr. Thomas J. Chiang
 - 166. Mr. Mohammad Wasif Masood - Environmental Engineer
 - 167. Dr. Akhtar Waqar Ince
 - 168. Mr. Nasir Mansoor - Advocate
 - 169. Mr. S.M. Wajid - Sub-Inspector
 - 170. Engr. Gulzar Ahmad Memon - Supervising Engineer KWSB
 - 171. Ms. Anala Saadani
 - 172. Dr. ...
 - 173. Mr. Zahar Ashir - Manager
 - 174. Ms. Nazia Ashir
 - 175. Mr. M. Farooq Sheikh - Student
 - 176. Mr. Hammad Yousaf - Mechanical Engineer
 - 177. Mr. ...
 - 178. Mr. ...
 - 179. Mr. ...
 - 180. Dr. M. Hossain - Dentist
 - 181. Mr. Mansoor Ahmed
 - 182. Mr. Tayyeb Afzal - Banker
 - 183. Mr. Amanullah



LIST OF REGIONAL PROBLEMS

(Which require a regional legislature and cooperation to devise and implement adequate solution)

1. Nuclear weapons, spread of nuclear capability, threat of nuclear war and nuclear winter.
2. International trade in armaments: many local wars which could escalate: constant military R&D creating pressure for new generations of weapons.
3. Nearly a trillion dollars spent annually on war preparations, dominating government and civilian priorities, wasting money and resources, and subverting the world's scientific talents.
4. Third world debt and development: Impossibility to continue re-cycling loans and debts under austerity

5. Soil erosion, loss of topsoil, increase of floods, decrease of agricultural productivity, but more people: global crises brewing.
6. Use of wood and animal dung for fuel, causing spreading deserts and loss of soil fertility.
7. Rapid cutting of rain forests for wood and agriculture, leading to loss of species and global climatic disaster because forests are needed to absorb CO₂.
8. Development of means of transportation not dependent on oil,

9. Pressure of population on resources, and difficulties of birth control: How many can Earth carry?
10. Transnational pollution of fresh water supplies. Transnational demands on limited fresh water supplies.
11. Ocean pollution which threatens Earth's fish and oxygen supplies. Pollution of oceans from transport, drilling and pumping of oil. How long can this go on before death of the oceans?
12. Worldwide use of pesticides harmful to people, which enter into world trade in food, while pests get more virulent.

13. Displacement of natural raw materials by synthetics, resulting in disruption of livelihoods of people in raw materials producing areas.
14. Worldwide rural poverty, excessive urbanization, unemployment, partial employment, social unrest.
15. Brain drains, and opportunities for educated people in less developed countries.
16. Ethnic, religious, racial and political intolerance, regional wars, and problem of refugees.
17. Violations and protection of human rights. Protection of minority rights. Do people also have global responsibilities for each other and posterity?
18. Unsolved local problems due to supra-national factors, leading to

- inabilities and dictatorships.
19. Teaching about history and world problems so that people will be prepared to live together peacefully and work out problems for the common good.
20. General lack of well-informed and well-motivated people with humane and global outlook to cope adequately with inter-related problems of living on Earth.
21. Long lasting and slow rising chlorofluorocarbon gases, and spreading ozone holes in the atmosphere.
22. Lack of funding to solve global problems.
23. Terrorism—many forms and many causes.

Courtesy: World Constitution Parliament Association

ATMOSPHERIC POLLUTION- SOURCES AND CONTROL

Recently a report published jointly by the World Health Organisation (WHO) and the United Nations Environment Program (UNEP) revealed the rather disturbing fact that Karachi has the highest lead level in the air amongst the 20 megacities of the world. This alarming fact brings into focus yet another neglected environmental issue of our country i.e. atmospheric pollution. Air pollution, like all other forms of pollution, is caused due to various human activities taking place on the earth. Since the fight against air pollution started about 20 years ago, some major successes have been achieved in the developed countries of the world. The United States, Germany, Japan, Sweden, Switzerland

Following are a few major polluting gases and heavy metals which are produced as a result of the functioning of stationary and non-stationary sources of pollution:

- i) Sulfur dioxide- causes respiratory problems and also forms acid rain.
 - ii) Oxides of nitrogen- causes smog and acid rain.
 - iii) Carbon dioxide- a major contributor towards global warming.
 - iv) Carbon monoxide- a toxic gas which also contributes towards global warming.
 - v) Lead- causes respiratory problems, increases cardiovascular health risks in adults and can also cause mental disorders, particularly in children.
- Apart from the health risks posed by



serious study of air pollution control methods developed by industrialized nations. In this connection I have made a study of the policies adopted by a few developed nations which are briefly discussed below for the information of all readers: Germany and Japan are two countries which are following extremely strong and aggressive policies with great success. German law requires every large power plant to install state-of-the-art technologies, and it steadily lowers the permissible levels as those technologies improve and are updated.

relatively more stringent standards as compared to existing plants. As far as vehicular pollution was concerned, it introduced the tailpipe emission standard system and implements its regulations based on the severity of air pollution levels in urban areas.

AIR POLLUTION CONTROL STRATEGIES IN PAKISTAN AND THEIR IMPLEMENTATION
Air pollution control strategies may be implemented in Pakistan in the following manner:
Since Pakistan is a developing country with a nascent industrial infrastructure, the imposition of extremely harsh and strict environmental control measures may not be very prudent at this stage. This

in no way means that we do not take any action, but what is needed is a phased program of environmental control measures. Existing industries should conform to more lenient standards whereas new plants should conform to stricter control. In this regard the government will have to lend a helping hand as emission control technologies are extremely expensive items and therefore tax exemptions would have to be given on the import of such items. The government should encourage research in solar technology as an alternative and much cleaner source of energy. As far as vehicular pollution is concerned, the following steps may be taken:
Setting a deadline for a total ban on leaded petrol.
Only those vehicles be allowed to ply on the road which are mechanically fit.
Strict legal action be taken against violators.
Pakistan at present may be less affected by air pollution than by water pollution, but the future may not be that secure. Proper actions and measures taken now can save a lot of inconvenience in the future.

(By Farhan Anwar who is a civil engineer and a member of SHEHRI-CBE's Managing Committee.)

Recently a report published jointly by the World Health Organisation (WHO) and the United Nations Environment Program (UNEP) revealed the rather disturbing fact that Karachi has the highest lead level in the air amongst the 20 megacities of the world.

and many others have all made giant strides in the fight against atmospheric pollution e.g. Sweden cut its sulfur dioxide emissions by over two-thirds between 1970 and 1985 and Germany cut its annual emissions of sulfur dioxide by 64 percent between 1983 and 1988.

the various forms of air pollution, stone monuments and buildings can also be severely damaged. Air pollution also causes damage to trees and the ozone layer. Acid rain, which has been implicated in forest decline in various parts of the world, is also formed as a result of air pollution.

Apart from the health risks posed by the various forms of air pollution, stone monuments and buildings can also be severely damaged. Air pollution also causes damage to trees and the ozone layer. Acid rain, which has been implicated in forest decline in various parts of the world, is also formed as a result of air pollution.

Lead levels are almost certain to decline from the urban atmosphere of the developed and industrialized nations of the world as governmental bans on leaded petrols start to take effect. Sadly, such gains have not been made in most of the developing nations of the world and Pakistan is no exception. However, as countries like Pakistan start to take some tentative steps in what could be a major rush towards industrialization, the importance of preparing themselves well in advance against the dangers of air pollution which will undoubtedly accompany this process should not be lost on them.

METHODS OF AIR POLLUTION CONTROL

One of the first methods introduced to reduce air pollution was the setting of ambient air quality standards. The aim of this method is to reduce ambient levels below a maximum allowable concentration by imposing controls on certain sources of pollution. This system, devised by the U.S. Public Health Service, was later adopted by many other nations. In this system, primary importance is given to the protection of human health while secondary standards are usually maintained with regard to the protection of the general environment. However, rapid advances made in the field of technology in the last decade have now given way to new systems of control which require every source of air pollution to meet certain emission limits by installing special emission control technologies. This change has come about because it was felt that the ambient air quality system was too flexible. Though it was a much cheaper and economical system, environmentally it was not sound enough and provided erring parties with too many loopholes.

AIR POLLUTION CONTROL STRATEGIES IN THE DEVELOPED WORLD

As our country starts to tread the path towards industrial growth, it becomes imperative for our technical experts and policy planners to undertake a

It has introduced tax incentives on the purchase of low-emission vehicles and has adopted stringent tailpipe emission standards. Japan, along with following similarly strict measures, has also introduced a system of identifying and compensating the victims of air pollution. This system creates both moral and economic pressure on the erring industries to implement stricter controls. Japan is also reducing its dependence on fossil fuels by switching to cleaner fuels such as nuclear-generated electricity and natural gas. The U.S.A. implemented a stationary source program which was less aggressive as it was a phased pollution reduction program. It required that new power plants or those old ones that underwent extensive modification should meet

SOURCES OF AIR POLLUTION

There are two major sources of air pollution:

- i) Power plants (Stationary source)
- ii) Motor vehicles (Non-stationary source)

The developed nations of the world are troubled more by the stationary sources of pollution because of their high levels of industrialization while the developing ones are facing more problems with vehicular pollution. Growth rates in Asia for example, for both cars and commercial trucks and buses have exceeded the world average in recent years, while growth rates in North America have, on the other hand, been lower than the world average.

TYPES OF AIR POLLUTANTS AND THEIR EFFECTS

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SSA

EDITORIAL

The editorial of our last issue entitled "Taking the Law into Our Own Hands" celebrated the creation of SHEHRI's legal department.



The editorial of our last issue entitled "Taking the Law into Our Own Hands" celebrated the creation of SHEHRI's legal department. We at SHEHRI were excited, enthusiastic and confident that with the commencement of Public Interest Litigation under SHEHRI's umbrella, our members (and others) would come forward and seek the legal relief that is their fundamental and environmental right guaranteed by the constitution. Secure in our belief that the legal course of action would never encroach upon the legitimate rights of others, we proceeded to give advice and guidance to all who knocked on our doors. The collage of press cuttings and the narrative that follows proves that those who ruthlessly pursue private profit have not only no regard for public interest, but will in fact stop at nothing

This is the story of a group of citizens, the residents of a neighbourhood in PECHS Block-II of the 206 and 207 lanes. Block-II PECHS is an old area of post partition Karachi. The majority of the houses here have been constructed and are still occupied by the original allottees or their families. It has a feeling of "neighbourhoodness" and community that few areas in Karachi can boast of. Of middle income background, most families here have put in their life savings and earnings into their homes. Originally zoned for low density residential useage with small well planned commercial areas, PECHS succumbed to population and developer pressures and both its residential and commercial density began to increase by the early '70s. First Tariq road, then Allama Iqbal road, followed by Khalid Bia Waleed road and Sir Syed road fell prey to

The collage of press cuttings and the narrative that follows proves that those who ruthlessly pursue private profit have not only no regard for public interest, but will in fact stop at nothing to achieve their goals. Unfortunately, in this pursuit, they are aided and abetted by those very institutions that are set up and sustained by tax payers.

playgrounds disappear. Many letters to the editor, complaints to area councillors and building control authorities were written and despatched the Federal Ministry of Housing and Works which absurdly continues to be the governing agency of PECHS was also approached but to no avail. Often people who attempted to take legal action were threatened with kidnapping, arson and rape via phone calls and intimidated into selling out.

Armed men with kalashnikovs and payeros barged in and without much beating about the bush demanded that we stop this course of action or face the consequences. The rest is history and has been well reported in the press. However, nothing has been done about this illegal construction. It is still continuing at a very fast pace and should be completed in the next few months. Mr Shabbar Siddiqi, Member Technical of KMC and Ahmed Husain, Head of Karachi Building Control Authority are fully aware of what has happened and is happening. In spite of the fact that non-bailable offences have been committed and an FIR been lodged no one has been arrested, so far.

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However, nothing has been done about this illegal construction. It is still continuing at a very fast pace and should be completed in the next few months. Mr Shabbar Siddiqi, Member Technical of KMC and Ahmed Husain, Head of Karachi Building Control Authority and others are secure in their belief that nothing will be done as are the developers and other investors.

had set up their own families, some had moved abroad, others to other areas. Later, realizing that the original peace, quiet and privacy of the area was giving way to both civic degradation and high rises in their backyards, still others decided also to sell out and move. As far as the main roads were commercialized most people sat back and accepted the situation with the apathy and fatalism that has become the hall mark of the Pakistani psyche. However, as the commercial plazas crept into the small lanes residents realized that unless they took collective action their area would soon become a middle-income slum. With disbelief they watched parks and

This story is the story of a group of residents that refused to cow down and an NGO that decided to help. The residents and SHEHRI's only "crime" was that we went about our business in a peaceful legal manner. We approached the Karachi Building Control Authority and the PECHS office to allow us as citizens, our right to see the building permit for a multi-storied plaza that was fast coming up in a 20 foot lane. The building is covering 100% of the plot, and has no provision for parking or fire escape. With great difficulty we were allowed a surreptitious peep at the building permit by a sympathetic office worker in return for a promise of total anonymity being testified of his superiors. As suspected, we discovered that the

Armed men with kalashnikovs and payeros barged in and without much beating about the bush demanded that we stop this course of action or face the consequences. The rest is history and has been well reported in the press. However, nothing has been done about this illegal construction. It is still continuing at a very fast pace and should be completed in the next few months. Mr Shabbar Siddiqi, Member Technical of KMC and Ahmed Husain, Head of Karachi Building Control Authority are fully aware of what has happened and is happening. In spite of the fact that non-bailable offences have been committed and an FIR been lodged no one has been arrested, so far.

to achieve their goals. Unfortunately, in this pursuit, they are aided and abetted by those very institutions that are set up and sustained by tax payers.

these forces. Initially some of the original residents of these main roads sold out as the original nuclear family had multiplied. Sons and daughters

VEHICULAR POLLUTION: NOISE AND SMOKE

Water supply mixed with sewerage, a poisoned river, disappearing species of birds and animals, terribly polluted air and last but not least, a high degree of noise pollution exists in the city of Karachi. Noise pollution in a large way contributes to environmental degradation. The silencer-less rickshaws, pressure horns and smoke-emitting vehicles without silencers, which are quite old and unable to pass any fitness test, are major sources of noise and air pollution. There are no statistics on the number of Karachiites who suffer from noise-related ailments. But most people have already paid the price of noise pollution by suffering from anxiety, depression, frustration, panic, fatigue, chronic perspiration, disturbed sleep, stomach distress etc. What can they do, they have no idea. But they are almost at breaking point in their dilemma. There is no control or even preventive action to protect people from noise pollution.

A lack of appropriate legislation and enforcement of what little legislation there is are the main factors in the magnification of this problem.



A lack of appropriate legislation and enforcement of what little legislation there is are the main factors in the magnification of this problem.



SHEHRI-CBE (Citizens for a Better Environment), a non government organisation working for the protection and improvement of the environment, raised this issue in the courts of law. SHEHRI has already proved that wrongs can be set right if we go about it diligently armed with knowledge of law and some committed citizens. SHEHRI

There are no statistics on the number of Karachiites who suffer from noise-related ailments. But most people have already paid the price of noise pollution by suffering from anxiety, depression, frustration, panic, fatigue, chronic perspiration, disturbed sleep, stomach distress etc.

Legal action has also been initiated by the Supreme Court and certain orders have also been passed against pollution for industrial waste. But there is no rule or law for noise pollution. There are laws which deal with the subject of environment, but the governing bodies fail to enforce them.

Although the Pakistan Environmental Protection Agency has fixed the national environmental quality standards for motor vehicles exhaust and noise, the governmental agencies are not equipped with proper instruments for the measurement of these violations and hence these standards could not be implemented. To put an end to this indiscriminate use of pressure and musical horns and to ensure the prompt and swift implication of the prescribed standards, a human rights case has been filed by SHEHRI-CBE in the Supreme Court. The suggestions, which were given by Navaid Husain, the Chairman of SHEHRI CBE, are as follows:

1. For vehicular emission, the standards approved at the meeting of the EPC (Environmental Protection Council) to be strictly enforced with immediate effect.
2. EPAs to have teams of inspectors to carry out continuous monitoring aided by mobile labs, equipment etc.
3. EPA inspectors/other authorised bodies to have powers to impose heavy, on-the-spot fines.
4. The highest smoke emissions are from public transport i.e. mini buses, buses and rickshaws. A realistic fare structure must be developed that enables the owners not only to keep the transport on road but also enables them to restore their vehicles in good order.

consisting of the Transporters Association, a Citizens' Body and the Traffic Police should meet periodically to review fares and discuss the condition of the transport plying for citizens safety and comfort.

5. Prior to the time of annual tax renewal it should be mandatory for every vehicle to have obtained a motor vehicle fitness certificate from an approved workshop.

Traffic Police, Gulam Qadir Mehr - D.I.G. Police, Nazim F. Haji - Chief of C.P.L.C. (Citizen Police Liaison Committee), and Navaid Husain Chairperson of SHEHRI, the complainant.

1. In all districts of Karachi, vehicular checking should be carried out twice a week for two and a half hours.
2. Honorary magistrates to be associated

It is very heartening to mention that the Honourable Justice Saleem Akhter has taken notice of these pronounced traffic irregularities. On 1st of Nov '93 an order was passed by him in which the following directions were given

6. From an overall and longterm point of view it would be desirable to reduce the number of vehicles on the road.
7. Rickshaws in Karachi as opposed to Lahore are highly polluting and noisy. The reason for this is that the rickshaw drivers deliberately install defective silencers and add oil to their petrol in the erroneous belief that this gives them greater mileage and engine life. This aspect can be dealt with the implementation of the proposed motor fitness certificates.
8. Governmental ban on leaded petrol should be the ultimate aim.
9. Tax incentives on the purchase of low-emission vehicles.
10. Adopt stringent tail-pipe emission standards.



with checking team and in case of absence of STMs (Senior Traffic Magistrates), Honorary Magistrates to have full power to dispose of cases.

11. A portion of increased taxes on motor cars be diverted to the mass transit and circular railway projects.
12. Car parks should be setup in congested parts of the city with a view to reduce wrong parking which reduces traffic flow and adds to emissions.

3. Indiscriminate checking of all vehicles including both private and governmental vehicles, which are producing unbearable noise and smoke, should be carried out and owners/drivers who breach the Motor Vehicles Rule 154 of 1969 should be brought to book irrespective of their status.

4. The possibility of supply of lead free petrol should be conducted.

5. Motor cycles and rickshaws are not allowed to ply without silencers. They have been given a month's time after which serious action would be taken.

It is very heartening to mention that the Honourable Justice Saleem Akhter has taken notice of these pronounced traffic irregularities. On 1st of Nov '93 an order was passed by him in which the following directions were given in the presence of Commissioner of Karachi Muhammad Saleem Khan, Mehtab Akber Rashidi the Director General of Environmental Protection Agency Sindh, Babar Khattak - the D.I.G. of

This matter in fact doesn't end here. By mere legislation the objectives can not be achieved. The law requires concrete measures for implementation of the above facts. And a change in attitude about environmental problems is required from our elected leadership and individuals. It is most important that the need for enforcement of the law among the masses is being felt and honoured.



READERS' VIEWS

A complaint letter had been sent by the SHEHRI-CBE to Chief Minister in response to an article published in Dawn dated 2nd Nov 93. The article entitled "Free fishing in lakes & River Indus" was based on a report revealing facts about it. Sub: Free Fishing in Lakes and River Indus

With the reference to the article in Dawn dated 2nd Nov. '93 we would like to bring to your notice the impact of your decision for free fishing in the lakes and river Indus.

Keenjhar Lake which is one of the lakes where permission for free fishing has been granted by the Ministry, is a wildlife sanctuary. The mass movement of fisherman, we fear, would not only wipe out all the fish population but also disturb the migratory birds. Hence the whole ecosystem would be destroyed. Saving the marine life means not only to save our economy but our future as well.

Therefore, we request you that before making any decision on kindly take into confidence the concerned departments otherwise the existence of these departments will be useless.

We would like to suggest that before giving the permission for free fishing the following points should be considered.

1. Spawning season
2. Size of nets
3. Number of fishing licenses issued.

We hope that you will reconsider your decision which has caused great frustration among the concerned departments and concerned citizens.

From Dr. M.S. Habib
Chairman and Managing Director
Sub: Sind Club Alteration

The Sind Club is an historical building which is on the historical preservation list of the KDA as well as on the list of the historical foundation and the Shehri Group. These organisations would be extremely upset at any major alteration carried out on the premises.

I understand that the removal of the wooden staircase is about to take place. This is not only a beautiful piece of carpentry work but is made of solid, first class teak and worth a very great deal of money. Hence, this would be not a minor decoration but a major alteration.

The Sind Club building - architectural structure is well known and well loved by every member and as such should not be effected without the approval of the General Body. I hope this could be stopped by your interaction until the matter is put to the General Body.



WHAT IS INTERAISE?
The International Environmental and Natural Resource Assessment Information Service (INTERAISE) is a project began in 1980 to identify and locate key national environmental and natural resource assessment documents, and to make this information available to those who need it in developing countries and in the development aid community.

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EDHI VILLAGE

Situated fifty kilometers out of Karachi, Edhi Village is home to more than eight hundred and fifty male patients. The residents of the village owe their thanks to Abdul Sattar Edhi, the brain behind, and founding father of this operation. The Edhi Foundation was set up in 1952 as an independent, non-profit, non-governmental organisation, to help meet the nation's growing need for welfare assistance. Edhi Foundation maintains the steadfast policy that all individuals will be provided with free medical service, shelter, clothing, and food regardless of religious, cultural, racial, or social background.



One of the wards at Edhi Village which houses physically and mentally disabled people.

consists of a large expanse of ground which houses a charming goose and duck pond, a concrete sports area, and five separate wards. The patients are divided into four major divisions according to their basic medical afflictions. Edhi Village caters to the

various needs of different patients quickly and effectively. Ward One quarters approximately 144 homeless adults, who suffer from a variety of physical and mental disabilities. Inside this ward, patients are divided into two sections within a large open room. The severely retarded patients are kept on the opposite side of the room from the docile ones. The surroundings are sparse and consist of a couple of standing fans, walkers, crutches, an exercise bicycle, and bedding which lies upon raised concrete slabs. A surprising number of patients are extremely well-educated. One patient in Ward One, is suffering from paralysis from the waist down. This pulled him away from his former job as a mechanical engineer. After being picked up off the street and spending two years in the ward, there has been a ninety percent improvement in his condition. Another patient who was brought to the village was almost totally physically disabled. At the village he is given regular physiotherapy. For the mentally handicapped and the physically disabled, the Village provides a home.

The next building, Ward Two, houses children who are either physically disabled or mentally retarded. Those that are mentally capable are given basic education. The majority of these children are moved to Ward 1 after they have reached a certain age. A few, however, move out of Edhi Village, capable of pursuing a job. Parents, friends, and relatives are able to come anytime to visit their children. Housing only mentally handicapped patients, Ward Three is divided into two groups. The mild-tempered patients are given an environment similar to Ward One. Those that are perceived to be dangerous are kept in an enclosed environment, separate from the rest of the patients.

Heroin addicts are housed in Ward Four which is also divided into two sections. Those addicts that suffer from disabilities due to extreme and prolonged heroin abuse are kept in a separate section from the newly-arrived and the recovering addicts. One patient who came of his own free will is an assistant manager of a governmental organisation. He went to Lahore on his holidays, and became addicted to heroin there. By the time he came back to Karachi, he was smoking two grams of heroin a day. Upon realizing how much the drug was ruining his life, a friend of his told him about Edhi Village. Besides his addiction, the man had minor medical operation prior to his admittance into the Village. Every day a doctor comes around to examine his wound. This individual is extremely grateful for the services of the Edhi Foundation. He considers himself one of the few who could actually afford to pay for the medical services that the Foundation offers for free in the Village. His

method the doctors at the Village can use is to see whether or not the prescribed medication works effectively on the patients. If it does not work, the doctors believe the person could be a possible carrier of the AIDS virus. The doctors at the Village say that so far, they have not had any people who carry the infection. However, conclusive evidence has shown that this method for screening is not particularly effective. One kind of treatment for the addicts in the Village consists of a rigorous, daily exercise programme. The head aids and orderlies who work at the Village feel that one of the main reasons people become addicted to any drug is directly related to the lack of constructive activity in their lives. Therefore, the detoxification programme was devised specifically with this in mind, in order to establish some constructive routine within the patients' schedules. Those who are physically disabled or lack the required energy for physical exertion



All patients are made to exercise every morning.



The younger inhabitants of the Village.

The buildings and their surrounding premises were built and maintained solely on the generous donations of others. Amazingly enough, the entire Foundation is primarily funded in this fashion, and resists the charity services of larger, more prestigious international developmental NGO funding organisations. As with the other Edhi Foundation centres, all clothing, medical and food supplies are donated, as are the time and services given by their completely voluntary staff. Dr Yaseen Abdull, the head doctor at the village is a retired physician who decided, several years ago, to treat and care for those too poor to normally receive his services. These services do not go unappreciated by the Village's occupants. Javed, a former heroin addict, is now working at the village as an aid, to return the favours that the Village had given him free of charge for over three years. The Village is run by seven or eight voluntary staff. The patients that are physically and mentally capable are given chores, such as cooking, cleaning, etc. This allows the patients to work cooperatively and responsibly with their co-residents, invoking a giving and taking atmosphere. This innovative stratagem of the Edhi Foundation could not work so effectively without the noble help of people like these, whose donation of services has helped make the world a little bit better for those who are less fortunate than themselves. The Village ground encompasses a total of sixty-five acres and is surrounded by a twelve foot high barbed wire and brick wall, with two large, iron gates leading inside. The interior of the Village

physically disabled, mentally retarded, abandoned children, and emphasis is given to its effective heroin detoxification programme. These divisions within the grounds enable the limited staff to look after the

Grey beard, short stature, kindly demeanor, simply dressed, this profile could typically describe many in the multitude of people who thrive in the streets of Karachi. In fact, if you ran into Abdul Sattar Edhi you could never tell him apart from the common man; he still wears the same clothes he wore 10 years ago. So what's so extraordinary about this ordinary man? One does not usually associate such simplicity with a person who continually renders a great service to humanity. As a child, Abdul Sattar Edhi was raised by parents who instilled in him the virtues of charity and love for his fellow men. Every day he was given 2 "pais", one for himself and another to give to a poor child. If he spent both, his parents would scold him. They believed that while both the Quran and "Namas" laid the foundation, "good qualities" in a person had to be developed. So far, Edhi thinks that he has never had any difficulties. He feels that a person has to be ready to face anything. Having started off with a practical education at the grassroots level is the reason why Edhi is so successful. Printing handbills to publicize the opening of his first dispensary cost a total of Rs.6.00. From this one dispensary, Edhi was able to expand on his services over time to set up an interconnected network of ambulances, hostels and hospitals, which cover 40% of

Pakistan. The charity system which runs the Edhi Foundation is based on the Islamic principle of "hugoo-al-ibad". Edhi feels that this system is no longer being used the way it should be, because we have rejected it. For example he feels that the corruption in the Social sector prevents help from reaching the



ABDUL SATTAR EDHI at his office.

needed. This is the reason that he depends solely on the help of others in both donations and volunteer help. Of the money which is donated, he finds that most comes in from the middle, not the upper class. Having seen corruption in one of his own centres, Edhi has devised a foolproof method consisting of a system of checks and counterchecks. Each Edhi center is completely self supporting. The staff at each center are honest and trustworthy; therefore it is not necessary for Edhi himself to be there to oversee the operations. This gives him time to get out of the office and help others by driving ambulances



The dedicated staff of the Edhi Village.

gratitude is reflected in his thoughts, that a place like the village exists for those too poor to afford the services of traditional government detoxification centres. The drug users that have come to the Village were taking from 1 1/2 up to 2 1/2 grams of heroin a day. After living in the Village for three months without heroin, a definite improvement in the patients' health is evident. Some patients, when first admitted, were found lying half-dead in the streets. They lacked the energy needed even to eat a slice of bread. Some of the patients have previously attempted to escape the bounds of the Village, but the high walls have prevented this. Initially, there are the usual complaints from the convalescents. Symptoms consist of diarrhoea, nausea, and insomnia. The doctors treat these inevitable effects of heroin withdrawal with medication. After this short period, they become more manageable. Unfortunately, Edhi Village has no medical facilities for screening out the ever-spreading AIDS virus amongst intravenous drug users. The only

have to make do without this programme. However, they do have various other activities to occupy their time which are not physically strenuous, such as mentally stimulating boardgames and simple chores. Addicts are detained in the Village from six months to two years. After the patients are fully recovered, they are free to go out into the world. Most of those who are discharged from the Village are able to work for themselves and carry on with their normal lives. Unfortunately, as with all detoxification programmes, a few become re-addicted and return to the Village repeatedly. In fact, two addicts have come back to the Village over twenty times. For those who do come back, Edhi Village does not refuse them assistance. The last ward, Ward Five is the most recent addition to Edhi Village. This ward is completely devoted to mentally retarded patients on medication, who are under observation. Here, the physicians judge whether or not the medication rendered has any effect. Unlike other wards, the patients are free to roam around the grounds as they wish. For most, there is no real medical treatment that can be administered. A plot of land in the back of Ward Three, around the exterior of Edhi Village, is used as a cemetery. All bodies are prepared and given a proper burial. This service buries all unclaimed bodies, including free burial for the homeless who are not living in the village and whose families that are too poor to bury their own. All unmarked burial sites are recorded. Having been brought to Edhi village, the patients are happy to stay. Ninety percent of the addicts are picked up off the street or brought in by the police. Five to six percent, however, come of their own free will. The physically disabled, the mentally retarded, and the children are also found homeless on the street, or they are brought in by families too poor to care for them. They too, are well looked after, provided with food, shelter, and clothing, and do not have to worry about life in the streets. In order for the Village to continue to run so efficiently, public donations must be the primary means of income. If you would like to contribute food, old clothing, toys, books, etc. donations can be made directly to one of the Edhi ambulance stations. If monetary contributions are to be made, please send a cheque to the Abdul Sattar Edhi Foundation. (By Caroline Davies and Nalin Davies. Photographs taken by the authors.)