



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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WHAT AILS OUR PLANNING PROCESS?

Noman Ahmed identifies some reasons for the extremely limited impact, the various urban development plans of Karachi have had on the evolving face of the city, and suggests guidelines for a future course of action

Karachi is the primate city of Pakistan. Located along the shoreline of the Arabian Sea, Karachi depicts the phenomenal growth pattern, characteristic of a typical major port city of a developing world. Established as a small local port and subsequently developed into a military base by the British, the city had a population of 14,000 in 1839 and a total built up area of 35 acres within the city walls.

Connections of upcountry provinces through railway in 1861 provided a major breakthrough in the development of industries and warehousing. These activities generated job attraction for the inhabitants of adjoining provinces who migrated and settled along the banks of river Lyari. By 1900, the population of the city had exceeded 100,000.

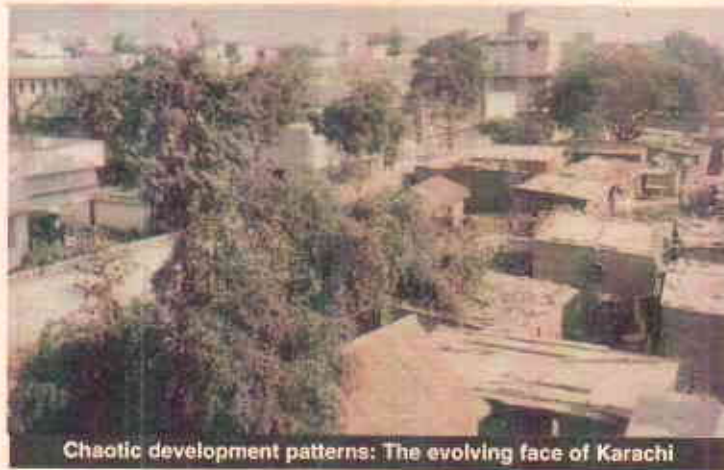
With the addition of new areas, the old town transformed into a commercial and merchandising district. By 1920, the total number of dwelling units within the municipal limits was approximately 30,000. This process continued till 1947.

After independence from the colonial rule, the economic growth continued to accelerate amidst the rising multitudes of refugee population from India. The population multiplied 2-1/2 folds within four years and reached to 1,050,000 in 1951. Since then the anomalous growth of the city has taken several leaps

and today it has a population of over 10 million with 4.5 percent annual growth rate.

The primacy of the city has remained. Karachi is still the hub of economic activity in Pakistan and major employment magnet of the country. It provides 25 percent of the total federal revenue and 15 percent of

gross domestic product of the country. Besides, 50 percent of the country's bank deposits and 72 percent of all the issued capital is from Karachi (Hasan 1991). From this account, it is easy to establish the significance of the city in the political and economic texture of Pakistan.



Chaotic development patterns: The evolving face of Karachi

MASTER PLANS FOR KARACHI

The following have been the significant master planning attempts undertaken during the post independence period :-

Greater Karachi Plan (or the Merz Randal Vattan Plan).

In 1951-52, a Swedish consulting firm Merz Randal Vattan was commissioned to develop a master plan for Karachi. After an intensive exercise of about three years, the firm came up with a master plan which is known as the **Greater Karachi Plan**. This plan established the growth corridors of the city and proposed an exclusive detached district in the north-



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EDITORIAL

The Real Agenda

It is election time once again in Pakistan. Accountability is the new buzz word. Top level bureaucrats and leading politicians, guilty of misconduct and wrongful use of authority are expected to face the due process of law and be deservedly punished for their misdeeds. The national press is having a field day, and loud cries for accountability can be heard from the corridors of power, right down to the roadside cafes of our small towns and villages. While holding no reservations against the initiation of a culture of accountability in our country, one fears that the real issues of the common man, which in the process appear to be taking a back seat, need to be highlighted with equal vigour and ardour. Overflowing sewage, mountains of garbage, polluted road surfaces and dwindling open spaces are just a few visible manifestations of the collapsed local government structure of our cities and towns. Unelected bureaucrats, technocrats and political appointees continue to maladminister our local bodies in the absence of citizens representatives. The cost of properly educating a child and curing the sick is now beyond the reach of the common man. Strengthening of our local bodies, and civic infrastructure, creation of job opportunities, easy access to health and educational facilities are our real issues and the citizens should neither allow themselves to be sidetracked, nor let their rulers lose sight of the real agenda.

ern part of the city to be developed as the new capital. Fast mobility links were also proposed between the capital complex and the old town. Housing issue was to be resolved through the development of multi storeyed flats between the old and the new cities.

The plan could not meet its targets due to many reasons. The data base upon which the plan was founded was grossly inadequate. Besides, the capital was shifted from Karachi to Islamabad, thus making the new Karachi district a redundant idea. However, the city expanded more or less along the same corridors as were identified in the plan.

Greater Karachi Resettlement Plan (or the Doxiadis Plan)

In 1956, the Government of Pakistan commissioned Doxiadis Associates of Athens to develop a resettlement strategy for refugees who were then residing in the city centre. After two years, the consultants came up with a proposal which was known as **Greater Karachi Resettlement Plan**. This plan earmarked two locations, Korangi, and North Karachi, to be developed into self contained townships where the refugees could be shifted. Provision of employment opportunity through industrial and

commercial development was envisioned, parallel to the process of resettlement. The government was initially assigned the task of constructing displaced people colonies in these areas while incentives were provided to the private sector to invest in the industry. The plan could not achieve its targets mainly because:

- It lacked a long term or even short term strategy for land use management and the
- Role of participant authority was not outlined.

Karachi Development Plan (1973-85)

With the technical and financial assistance of UNDP and PADCO (Planning and Development Collaborative International), the Master Plan Department of KDA began the preparation of the **Karachi Development Plan** in 1970. The plan period covered a span of 12 years from 1973 to 1985. A comprehensive data generation exercise was conducted for the plan which provided valuable statistical backup to the exercise. The plan formulated specific targets at the sectoral and area level. Projection of the population, demand for housing and other facilities, land use allocations, corridors of growth, development of employment opportunities were some of the salient

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aspects outlined in the Plan. Though the KDP 73-85 was able to achieve certain components of its stipulations, it was not able to meet its targets in the general sense. Ambitiously, the plan originated from well intentioned objectives such as emphasis on adequate employment, basic infrastructure, food supplies, safe potable water, environmental sanitation, flood protection and basic institutional changes. However, due to an entirely limited capacity of the planning authority to persuade, communicate and enforce the stipulations of the plan, the above objectives could not be met. The plan largely believed that the state can deliver the goods but did not elaborate upon the instruments and mechanisms. For example, in one of its sectoral components, it emphasised upon housing provision to the shelterless. But the actual development shows that it was the informal sector that was providing shelter through its own mechanism, whereas dismal failures impeded public sector housing projects. The plan made references to fiscal and organisational changes but did not indicate them specifically. It addressed various comprehensive and/or sectoral programmes without outlining the basic role of participant actors.

Karachi Development Plan (1986-2000)

In the words of the planning document, the **Karachi Development Plan 2000** was aimed at providing a frame work for development to the city over the next decade and beyond. The plan is an output of a planning process of KDA's Master Plan and Environmental Control Department (MPECD) with assistance from the UNCHS, UNDP and a team of local and international consultants. This plan differed significantly from the 1974-85 plan, also prepared with UNDP/UNCHS assistance since emphasis in this case has been placed on developing a planning process rather than a master plan per se. The key objectives of the plan include the following:

- a) To develop and implement, within the KDA a new urban growth management tool, based on quantitative analysis and upto date computer technology aiming at presenting a synthetic image of the various urban sub-sectors, as they appear at the present time and projected into the future, and at monitoring performances and redirecting investments in these sub-sectors to meet the objectives set up by the government.
- b) To create and establish mechanisms for the continuous up-dating, presentation and diffusion of development plans prepared by the KDA in support of small scale and large scale investment pro-

grammes such as the Karachi Special Development Programme (KSDP).

- c) To train the operative staff and the senior officials of the KDA in the implementation of the above new methodologies and approaches, including the mastering of appropriate hard-ware and software, where applicable.

Whereas the plan envisaged a new approach, however, the rest of the constraints identified in the case of other plans still prevail. An evaluation of Karachi Development Plan 2000 was done by a UNDP mission in 1991, which also raised some serious concerns.

ISSUES AND CONCERNS

It is felt that the extremely limited progress made in the urban planning process of Karachi is mainly due to the following reasons:

Lack of Evaluation of Previous Plans/Planning Attempts

It has remained a common practice in planning to start afresh. Each time the previous plan was merely consulted for a passing reference. Never was an evaluation conducted to review the performance of any plan made in the past.

Incapability of the Planning Authorities to Execute the Plan

All the plans of Karachi have been made under the auspices of KDA which does not possess any legal or administrative control on the nineteen other land development agencies of the city. Thus the capacity of KDA to execute the plan is grossly constrained.

Absence of Political Mandate for the Planning Process

The planning process was reduced to a mere residual type exercise which was only conducted under the directions of the donors or the UN agencies. It never enjoyed the political mandate of any regime who traditionally wanted to keep their options open for any adhoc adjustment in the metropolitan functioning. The steering committee that was set in the KDP 2000 and chaired by the Chief Minister, has never met for once in the past 5 or more years to legally adopt the plan.

Technical Shortcomings in the Planning Process



The planning process, which was always organised in the most traditional pattern, was faulty and inadequate. The basis of the assumptions was drawn from sample surveys in the absence of comprehensive views on realities. This led to under/over estimations. Physical data was obsolete and never upgraded. Karachi, even today, does not have a comprehensive mapping base that is otherwise required for all kinds of planning and development exercises. Data gathered by the Defence institutions is not in the public access. The property ownership records or the alignment of jurisdictions are simply inappropriate and obsolete.

Planning Authority is not the Financing Agency of the Exercise

In the KDP-2000, the KDA has suggested various options of investments for the concerned institutions that are entirely autonomous in their conduct. Thus it is impossible for the planning agency to execute the various components according to the outlined framework.

Non-existence of Public Participation and Interest Groups

It is interesting to note that those groups who actually decide about the fate of the city were not invited to the policy or plan making tables, neither during the KDP-73-85 nor KDP-2000. Transporters, shopkeepers, estate agents, brokers, dealers, religious and political groups, professionals, builders and businessmen remained aloof throughout the process. Nor were the groups of localities from general public invited to contribute their ideas in the planning process.

Incongruent Institutional Hierarchy

In the past and present setup, the metropolitan level institutions have always remained an outreach of the provincial and federal government. The control of the municipal affairs directly rests with the provincial and federal bureaucracy. In the absence of an effective local government, it is difficult for any urban planning exercise to function.

SOME RECOMMENDATIONS

a) Concept of planning must change. In theoretical terms the comprehensive should be replaced by planning support systems around commonly identi-

fied issues. The localities, their communities or the localised agencies, whether governmental or non governmental must be empowered to undertake planning process at their own ends. The relative success of illegal land subdividers over the years in different fringe localities and the subsequent decline in the metropolitan development agencies to deliver land are the two contrasting performances in the same respect

b) A common agenda must be developed after seeking candid opinions and aspirations of the actors concerned. Though it may be an uphill task to create a common consensus ground, yet unabated efforts must continue to evolve around a common rationale of urban development at the metropolitan and the locality scale.

c) Prioritisation of plans/projects/programmes must be initiated with the involvement of interest groups. It is a common practice that development projects are visualised, sanctioned and initiated without establishing their priority in the overall functioning, thus it leads to alienation of masses and the redundancy of the projects themselves. This must be avoided.

d) Unabated buildup of information should be initiated. It will be a commendable task on the part of civic agencies, especially the KDA and KMC to strengthen their capacity of information collection, analysis and storage. Efficient processes like the use of Geographic/Land Information Systems etc. will be beneficial in such practices. The availability of information about hidden facts and figures can only lead to transparency in planning & development.

e) Efforts must be made to reinforce the technical, managerial and financial capacity of the existing institutions. The creation of new institutions will multiply the confusion and disorder.

f) Projects/plans/programmes should be finalised after public opinion is duly sought. It is not a civilised manner to decide about the people's destiny through any plan or project without taking them into confidence. □

(Noman Ahmed is Coordinator, Urban Design Graduate Programme, Dawood College of Engineering and Technology, Karachi)



SHEHRI ACTIVITIES

Seminar on Citizen s role in the governance of Karachi

(November 29-30th 1996, Hotel Marriott, Karachi)

Shehri, in collaboration with the Friedrich Naumann Foundation, recently organized a two day seminar, with the objective of highlighting the major issues facing Karachi city and the necessity and importance of the involvement of citizens in the overall governance and physical development of Karachi. The seminar was divided into four separate sessions, and each session was devoted to discussions and consultations on one specific issue. The four issues which were tackled, included Land Management / Master Plan, Local Government, Building Laws and Urban Transportation.

OPENING

Governor of Sindh, Mr. Kamal Azfar, inaugurated the seminar. In his inaugural speech, Mr. Azfar highlighted some of the major civic problems faced by the citizens of Karachi. He was of the opinion that the problems of the city were due, both to faulty planning and poor management. He said that while KESC generates surplus power, yet there is a shortage of electricity. Similarly, much of the potable water is wasted due to distribution system



Inaugurat Session (L-R): Mr. Kamal Azfar, Mr. Faez Isa, Dr. Rene Klaff

losses. The presence of the tanker mafia also hinders the water supply process. Mr. Azfar felt that civic minded organizations like Shehri and the extremely energetic and vibrant youth of the city offer a ray of hope for Karachi. He appreciated the role Shehri was playing in raising awareness of the citizens on issues which were having a direct effect on their daily lives.

In his keynote address, Qazi Faez Isa, Chairperson of Shehri, informed the audience about the aims and objectives of the seminar. He was of the view that due to years of mismanagement by our civic officials, Karachi now has become, probably the filthiest and dirtiest city of this region. He lamented the fact that the city affairs are being managed in the

absence of a proper master plan. Mr. Isa said that the apathy of the officials towards the civic issues of Karachi is reflected in the appalling conditions of the offices of KMC and KDA. He also discussed in detail the issue of building rules violations in the city, and the chaotic urban transportation system of Karachi. He stressed the importance of active public participation in the affairs of the city.

Dr. Rene Klaff, Country Representative of Friedrich Naumann Foundation (FNF) in his speech gave a brief background of his organization and expressed his satisfaction on the successful partnership they had enjoyed with Shehri over the years. Dr. Klaff was of the opinion that the grave nature of Karachi's civic problems required putting into motion well thought out plans, strategies and projects by its planning development and legislative agencies. He felt that organizations like Shehri could play an effective role in facilitating public participation in the process of decision making at the local level.

SESSION# 1 (Nov. 29th, 1996)
Land Management / Master Plan
Moderator : Farhan Anwar (Shehri)



The Governor, being introduced to the Shehri team



SPEAKERS

Mr. Iqbal Mirza
 Additional Director,
 Master Plan Department
 Karachi Development Authority

Mr. Iqbal Mirza felt that the Karachi Development Plan 2000 had the capacity of significantly improving the condition of Karachi. What is needed, he said is an appropriate legal and institutional framework and integrated approach to effectively carry out the plans. Mr. Mirza said that issues such as illegal settlements, rapid population growth, improper tariff /pricing structures and lack of coordination between civic agencies, have, over the years hindered the planned development of the city. He said that KDA has, in cooperation with UNCHS developed new approaches for urban development which could help in improving the situation.

Mr. Noman Ahmed
 Coordinator
 Urban Design Graduate
 Programme
 Dawood College of Engg. &
 Tech., Karachi.

Mr. Noman Ahmed gave a historical perspective of the urban planning process in Karachi. Mr. Ahmed was of the opinion that the process has generally failed as KDA does not possess the required capacity to execute the



Speakers (L- R) : Mr. Iqbal Mirza , Mr. Noman Ahmed, Dr. Pervaiz Naim, Mr. Fahim Zaman

plans and there is a lack of political will. Also, physical and socio/economic data on Karachi is obsolete and Karachi does not even has a comprehensive mapping base. He regretted that public participation in the planning process has never been invited. He urged the importance of citizens role in urban planning and also stressed the need of reinforcing the technical, managerial and financial capacity of existing institutions and advised against the creation of new institutions.

Dr. Pervaiz Naim
 Director,
 Environmental Assessment
 Unit, IUCN, Pakistan

Dr. Pervaiz Naim gave an overview of the environmentally sensitive sectors of Karachi and stressed the need of incorporating in the urban planning process, measures for their preservation. He informed the audience that there are two seismic zones in Karachi and utility systems pass-

ing through these zones are adversely effected. He lamented the destruction of mangrove forests in Karachi and talked at length about their ecological importance. Dr. Naim also discussed in detail the grave threat to Karachi's environment, being posed by the mushrooming of power plants being located all around the city.

Mr. Fahim Zaman
 (Ex) Administrator KMC &
 Chairman KW&SB

Mr. Fahim Zaman shared with the audience his experiences when he headed two major civic agencies of Karachi. He said that the officials work under great constraints. Many forces and sections of society work against the good of the city, such as land grabbers. He cited the example of Bagh-e-Qasim, where KMC had to construct a wall around the park to protect the land from land grabbers. He also defended the 'Garbage Train Project', which was started during his tenure and was highly critical of the decision taken by the present caretaker government of Sindh of abandoning the project. He said that this decision was apparently taken without properly reviewing the progress of the project.

Later on, Ms. Sarah Siddiqui (KAWWS) Mr. Omar Lasi (Lords Club) Mr. Osmani (Osmani & Co.) and Mr. Roland De'Souza (Shehri)



Panel Members (L-R) : Ms. Sadiqa Salahuddin, Mr. Amil Tahir , Ms. Sarah Siddiqui



discussed with the speakers, some specific issues related to urban planning and land management and highlighted the importance of citizens participation. Questions from the audience were also entertained.

SESSION # 2 (Nov. 29th, 1996)

Local Government

Moderator : Qazi Faez Isa (Shehri)

SPEAKERS

**Mr. Anzar Zaidi
Municipal Commissioner,
Karachi Metropolitan
Corporation**

Mr. Anzar Zaidi informed the audience in great detail about the role and responsibilities of KMC with regards the management of civic affairs of the city. He also provided an update of the ongoing development projects. Mr. Zaidi asked the citizens to decide for themselves, what kind of role they intend to play in the governance of Karachi.

**Mr. Tasneem Ahmed Siddiqui
Director General
Sindh Katchi Abadis Authority**

Mr. Tasneem Ahmed Siddiqui discussed the various factors which make it difficult to properly manage the civic affairs of our cities. He said that lack of representative setup at the local level is an inhibiting factor. He cited the example of India where it is the requirement of the constitution to hold elections of the local bodies within 90 days from the date they were abolished. Mr. Siddiqui spoke in great detail about the problem of 'Katchi Abadis'. He

informed the audience about the reasons for their formation. Mr. Siddiqui was of the opinion that if the govt. makes it easier for the people to acquire land and legal access to public utilities than much of the present problems will be removed, and 'Katchi Abadis' would not take form.

**Mr. Muhammad Nauman
Associate Professor (Electrical /
Computer Engineering)
N.E.D. University of Engg. &
Tech., Karachi**

of KMC/DMC's responsibilities with increased freedom upto the level of councillor and involvement of informal organizations (NGO's/CBO's) in KMC system. He also put forward a legal and administrative framework for KMC. Mr. Nauman also proposed the introduction of the concept of public debates and hearings on major development works.

**Dr. Ally Ereclawn
Senior Economist**

Dr. Ally Ereclawn discussed the ongoing, World Bank aided restructuring of water and sewerage services in Karachi. He was highly critical of the complete lack of transparency in the process. He felt that it was a mat-



Speakers (L-R) : Mr. Anzar Zaidi, Mr. Tasneem Siddiqui, Mr. Muhammad Nauman, Dr. Ally Ereclawn

**(Ex) Technical Advisor to
Administrator KMC, Chairman
KW&SB**

Mr. Muhammad Nauman discussed in detail the problems presently being faced by KMC. These include a diffusion of political and administrative leadership leading to intervention by government, bureaucracy, pressure groups and politicians. He also cited the poor technical skills of officials and rampant corruption, as major inhibiting factors. He proposed a de-scaling in the direct functions of KMC and increasing its role as an "Oversight Body" guiding and monitoring the urban process. Mr. Nauman suggested that KMC should appoint regulatory bodies for providing various civic services, which should include professionals and citizens representatives. He advised the decentralization

of great concern that Islamabad and Washington are foisting their privatization programme on Karachi, without inviting any kind of public debate and informing the users about the various options that are available. He urged the citizens to demand accountability. Dr. Ereclawn felt that the experience gained from the Ghazi-Barotha Hydropower Project, where NGO working groups functioned with success could be used to form core groups of citizen bodies to monitor and evaluate the KW&SB privatization process.

The speeches were followed by an extremely interactive question and answer session in which expert input was also provided by Ms. Sadiqa Salahuddin (Director, NGORC). Mr. Amil Tahir, (Senior Engineer, ACE (Pvt) Ltd.) and Ms. Sarah Siddiqui (KAWWS).



SESSION#3

Building Laws

Moderator: Khatib Ahmed (Shehri)

SPEAKERS

**Mr. Naim-ur-Rehman
Barrister-at-Law**

Mr. Naim-ur-Rehamn was highly critical of the role being played by the Karachi Building Control Authority (KBCA), which he felt was flouting all rules and regulations, and was actively co-ordinating with politicians and the builder mafia by permitting the construction of illegal building. The Barrister said that most of the land use conversions being ordered in Karachi were not according to law, and the public was never properly informed about such cases. Another problem that he cited was that the cantonments, which cover a large area, have no building laws. He regretted that the recommendations made by an expert committee, formed recently, during the tenure of Mr. Fahim Zaman have been shelved. He advised the citizens, that they should resist the illegal conversion of their land, and not fall victim to greed.

**Mr. Muhammad Hussain
Chief Controller of Buildings
Karachi Building Control
Authority (KBCA)**

Mr. Muhammad Hussain, briefly outlined the history of the build-

ing rules formation in Karachi. Mr. Hussain felt that the main reasons for the failure of KBCA in fulfilling its due rule has been the gap between population growth and infrastructure development, lack of co-ordination between various civic agencies and the fact that the same by-laws are not being followed by all the land owning organizations of Karachi. He also regretted, that KBCA officials were subjected to political pressures and postings were not done on merit and performance. He was also critical of the role of District Administration and Courts, and felt that builder's took advantage of status quo orders to continue with their illegal activities. Mr. Hussain proposed that KBCA should have the powers to prosecute and penalise the violaters themselves. He suggested that the building rules and by laws should be updated and greater role of citizens should be ensured.

**Mr. Roland de Souza
Executive Member, Shehri.**

Mr. Roland de Souza, in an emotionally charged speech, represented the case of the ordinary citizen. He criticized the role of KBCA, and also the professional engineering and architectural bodies, as he felt that they had all failed to meet their responsibilities towards the city. He narrated the various kinds of building rules violation that were taking

place in the city. Mr. De' Souza said that due to these illegal activities, the civic services like water/sewerage and garbage collection had collapsed. Pollution was increasing in the city and open spaces fast disappearing. Roads such as Clifton Road cannot be widened to meet the increasing traffic load, as the illegal structures had even encroached upon the road surfaces. He claimed that the District Administration, KBCA and the Courts were involved in a "Noora Kushhi" and nothing was actually being done to improve the situation, the granting of status quo orders being an example. He also highlighted the role played by Shehri and urged to ordinary citizens to educate themselves about the functioning of civic agencies. Mr. Roland also asked for an updating of the Sindh Building Control Ordinance 1979.

The speeches were followed by a lively question and answer session. Expert input was also provided by Mr. Mushir Alam (Advocate) and Ms. Amber Alibhai (General Secretary, Shehri).

SESSION # 4

Urban Transportation

Moderator : Mr. Navaid Husain(Shehri)

SPEAKERS:

**Mr. Khalid Mirza
Director Highways
Engineering Consultants(Pvt)Ltd**
Mr. Khalid Mirza, said that the



A section of the seminar participants



Speakers (L-R): Mr. Muhammad Hussain, Mr. Naim - Ur - Rehman, Mr. Roland De'souza



transportation system of a country depicts the psychology of the nation, and therefore it is necessary that we should end our present habits of breaking traffic rules and exhibiting a complete lack of self discipline, while we are on the road. He suggested various improvements that can be made at the user's level and stressed the need to strengthen our local institutions. Mr. Mirza pointed out that, lack of data and the policies of partial project implementation were harming our development process. He highlighted the important role that cars can be played by NGO's to improve the situation.

Mr. S.M.H. Rizvi
Consulting Transportation
Engineer.

Mr. Rizvi regretted that the earliest mass transit plans, prepared for Karachi were not implemented, a fact which caused many operational problems to occur later on. He discussed in detail, the advantages of a mass transit system as compared to private vehicles. Cars, he said occupy much space, carry minimum load and cause pollution. He advised all the citizens of Karachi to lobby for the early implementation of the Karachi Mass Transit Plan (KMTP).

Mr. Shamsuddin Abro



Speakers (L-R) : Mr. Khalid Mirza, Mr. S.M.H.Rizvi, Mr. Shamsuddin Abro, Mr. Brig(Rtd) Qasim, Dr. Zubair Ahmed.

Director Operations
Karachi Transport Corporation
(KTC)

Mr. Abro, discussed in detail the evolution process of public transport system in Karachi. He lamented that we have not been able to develop a clear cut policy regarding the roles to be played by the public and private transport sectors. He informed the audience about the problems being faced by KTC and also suggested ways by which the present crisis could be overcome, such as revision of fare structure and certain other financial and administrative measures. He also suggested that after reorganization, KTC should stay under the control of the Federal Government.

Rtd. Brig. S.S.A. Qasim
Honorary Secretary
Chartered Institute
of Transport, Pakistan.

Rtd. Brig. Qasim was of the opinion, that lack of planning is not a

cause of present crisis but it is the lack of implementation. He said that various bodies and committees have been formed in the past which have made good suggestions, but they have not been implemented. He also felt that the inadequate transport infrastructure in Karachi such as depots, repair maintenance workshops and transport terminus has caused difficulties. Land encroachment also complicates the issue. He said that although citizens have played no role in the planning of this city in the past, but from now on this should not be the case.

Dr. Zubair Ahmed
Transportation Engineer
N.E.D. University of Engineering
& Technology, Karachi.

Dr. Zubair Ahmed felt that the transport system of Karachi has failed to meet the objectives of high level of mobility and safety. He identified the factors responsible for the shortcoming in the transportation network and suggested counter measures for improving the transportation infrastructure. He stressed, that emphasis should also be placed on analysing transportation projects on the basis of their social and environmental impacts. Dr. Zubair strongly recommended citizen participation in the decision making and managing process to make issues more transparent.



The Shehri team



Later on, Mr. Irshad Hussain Bukhari, General Secretary of Transporters Association and Mr. Maula Baksh Khushk, S.P Traffic South addressed the audience and discussed the problems they were facing. Mr. Bukhari stressed the urgent need of providing the transporters with a proper bus terminus, revision of fare structure and adequate compensation for buses destroyed in city rioting. A noted transportation expert, Prof. Fahim Ahsan of N.E.D. University, also shared his valued views with the audience. The audience then joined the experts in an informative question and answer session.

CONCLUDING SESSION

In the concluding session, Qazi Faez Isa, Khatib Ahmed and Farhan Anwar of Shehri with the active involvement of all the participants formulated and passed a resolution. □

RESOLUTION

Elections to local bodies should be held without delay, preferably on 3 February 1997, the same day that the elections for provincial and national assemblies take place. This would fulfill the statutory obligation which mandates for the holding of such elections and would save resources in repeating the election exercise twice and thus save money and other resources. This was, among other resolutions, which were adopted at the conclusion of a two day Seminar organized by Shehri - Citizens for a Better Environment, entitled "Citizens Role in the Governance of Karachi".

The other Resolutions, which were adopted, included:

Involvement of citizens, experts and NGO's in the formulation of plans effecting every facet of city life;

- *Complete access of citizens to data and information available with civic agencies, including KDA, KMC, DHA, KWSB, RTC, KBCA, KESC, KPT which effects the citizens of the city;*
- *Enactment of legislation which mandates provision, access and freedom to available information and prescription of penalties if it is not provided;*
- *Augmentation and development of*

centralized data banks containing maximum information on the city to be periodically updated by every municipal body and civic agency functioning in the city;

Implementation of the Urban Master Plan with involvement of citizens, experts and NGOs;

Appointment of a Committee as prescribed in section 4-B of the Sindh Building Control Ordinance, 1979, to oversee the functioning of the Karachi Building Control Authority. If this committee had been appointed when this law was enacted seventeen years ago KBCA would have performed better and in furtherance of the interests of the citizens;

- *No departure or relaxation of applicable building laws be made under any pretext by resort to the so called "competent authority's" purported powers to act "in relaxation of all rules, etc...";*

Shehri will be compiling the resolutions passed at the seminar as a "citizens charter of Demands" and present it to the Governor, Government and all concerned and will actively lobby for its adoption and implementation. Shehri considers that implementation of the same will go towards institutionalizing the involvement of citizens in the decision making process in the areas identified as well as ensuring transparency and accountability at every level. □

SPOTLIGHT ON KARACHI

An exhibition on the civic affairs of Karachi was also held, during the duration of the seminar. Issues such as development of Karachi and problems related with the water/sewerage, garbage collection / disposal, transportation system, illegal buildings and river pollution were depicted through books, photographs, maps, charts and figures. Apart from Shehri, the Karachi Administrative Women Welfare Society (KAWWS), Heritage Foundation, Lords Club and P.C.S.I.R took part in the exhibition. Solutions to the issues were also highlighted through illustrations and information on waste water treatment / recycling and garbage composting. The participants of the seminar took a keen interest in the exhibits and lauded the efforts of the contributing NGO's/ organizations. □





Seminar on Vehicular Smoke Emissions and Atmospheric Pollution

(September 14, 1996, Hotel Marriot, Karachi)

Shehri-Citizens for a Better Environment, recently held a Seminar on "Vehicular Emissions and Atmospheric Pollution".

Shehri has been raising this issue since 1992, in co-ordination with Government agencies viz. Commissioner Karachi, Sindh Environmental Protection Agency, Traffic Engineering Bureau, Director General Traffic and last but not the least the Judiciary. Shehri filed a Petition in the Supreme Court of Pakistan, against Vehicular Emissions and Noise Pollution (Human Rights case No: 14-K of 1992 Environment Pollution).

Mr. Justice Saleem Akhter Hon'able Justice, Supreme Court of Pakistan was the Guest of Honour.

Mr. Navaid Husain of Shehri, in his wide ranging introduction gave an overall perspective of the transportation scene, and linked the various issues such as lack of traffic management, encroachments, poor driving habits, adulterated fuel, overpopulation and unrealistic fare structure of public transport to the problem of vehicular pollution. He urged the need of carrying out regular traffic checks, imposition of strict penalties and the issuance of annual vehicle fitness certificates in order to overcome the problem. Mr. Husain stressed the need of a broad based overhauling of the

technical, administrative and managerial aspects of the urban transportation system.

Ms. Mehtab Akbar Rashdi, Director General, Sindh EPA informed the audience that her department is still to tackle the issue of air pollution due to vehicular smoke emissions on a practical basis and have uptill now only initiated a project aimed at eradicating the noise pollution created by rickshaws. She shared her



The Seminar attracted a large audience

experience of this project with the audience and said that various difficulties were encountered, which included the lack of monitoring equipment, particularly with the traffic police due to which continuous monitoring of noise levels was not possible. Many innovative techniques were adopted by the transporters to dodge the monitoring teams, which also created problems. However, Ms. Rashdi felt that her team learned a lot from this effort and would hopefully fare much better in their future endeavours.

Mr. Zaheer-ul-Islam, Director,

Traffic Engineering Bureau, Karachi was of the view that much of the present crisis is due to improper planning. He lamented the fact that Karachi is not served with a proper public mass transport system, due to which majority of the traffic in Karachi is composed of cars and motorcycles, a fact which makes traffic management very difficult. Even the buses that are plying in Karachi are more than 30 years old and in very dilapidated condition, causing a lot of pollution. Mr. Islam felt that the transport of bulk cargo from the ports to upcountry via city centre also causes a lot of problems.

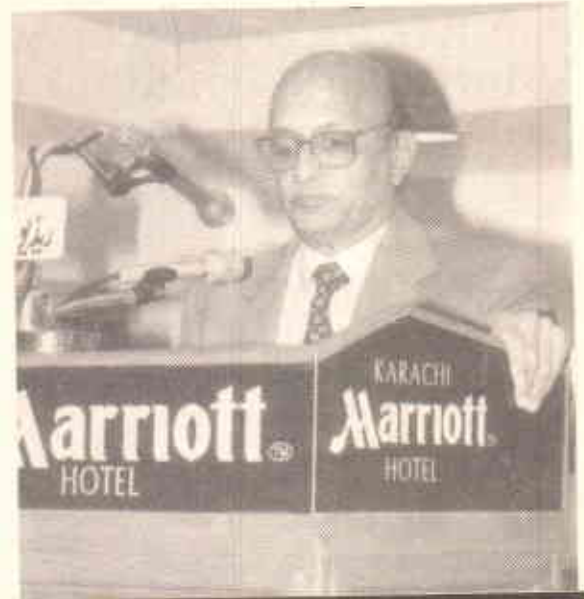
Mr. Nasir Khan Yusufzai, Assistant Director General Police (Traffic) stated that the government agencies did not possess the necessary equipment required for monitoring

the fitness of the vehicles. This was mainly due to lack of funds. Mr. Yusufzai also related many problems that the traffic police faced while implementing the relevant rules and regulations and urged the need of better education on traffic law for the general public.

The Guest of Honour, Mr. Justice Saleem Akhtar, Hon'able Judge of the Supreme Court of Pakistan said that mere existence of a penal law was not a guarantee for elimination of an evil. What is needed is an iron will to implement the law fairly, honestly and

SOME SUGGESTIONS

- Regular monitoring and checking of smoke emitting vehicles in Karachi.
- A realistic fare structure must be developed that enables the owners to keep the transport on the road, yet keep the vehicles; engines in good order. Undue penalties in the absence of fair ticketing/fares will force public transport off the road.
- 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. Should any workshop resort to malpractice in giving out false fitness certificates, its accreditation from the list of approved workshops should be suspended, thereby it would lose considerable business.
- The private sector responsible for vehicular pollution, i.e. Transporter's Association should be encouraged to adopt pollution control measures, by providing them with technical guidance and information on environmental pollution caused by smoke emitting vehicles.
- Motivation programs through the media viz, television, newspapers, posters, billboards, seminars etc, designed to create public awareness among the masses should be arranged.
- It should be ensured that low sulphur and lead fuels are marketed and strict fines are imposed for selling adulterated fuels and oil.
- A long term strategy for efficient public transport should be planned which should include measures aimed at eradicating pollution.
- Set up a standing committee consisting of Commissioner Karachi, Traffic Department, CPLC, Transporters Associations and Citizens Groups to assist in controlling air pollution, caused by vehicles, in accordance with the National Environmental Quality Standards. □



Justice Saleem Akhtar addressing the Seminar

without any discrimination, which is the role of the executive authorities. In this regard the Hon'able Judge stressed that Police must act as friends, not as adversaries and as servants not as masters. In this regard he referred to various laws concerning vehicular fitness which already exist, but are not properly implemented. The Hon'able Judge felt that in the end, environmental pollution is the collective problem of the community, nation and the country and cannot be left only to the authorities to grapple with. In this regard he lauded the role played by NGO's in raising environmental awareness. He advocated the need of greater public education on environmental issues, specially of children. In view of the gravity of the crisis, all sectors of the society should join hands and do all they can to fight the menace of environmental pollution.

In the end a representative of the local transporters spoke about the problems faced by his sector. He strongly felt that an unrealistic fare structure and improper import policy were the main factors contributing to the poor conditions of existing public transport. Adulteration in fuel and the sale of cheap, sub-standard lubricants by the major oil companies, he felt were issues which needed looking into and on which the transporters had no control.

The speeches were followed by a short question and answer session and the seminar ended with a note of thanks by Mr. Navaid Husain. □