



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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Coastal Development: Threatening Karachi's Coastal Ecology and Dependent Livelihoods

A number of development projects are being planned and carried out on Karachi's coast that pose serious dangers for the precious coastal ecology and the livelihoods that it sustains. In this **SPECIAL REPORT**, the relevant issues get discussed in detail.

In September 2006, the Federal Government announced construction of Diamond Bar Island City on two islands i.e. Bundal and Dingi on Karachi coast. A hefty investment of \$ 43 billion was promised by a UAE based real estate concern Emaar. Concerned citizens of Sindh, civil society and political organizations of Pakistan and international conservation groups termed this project a threat to natural resources of Sindh Coast and for the livelihoods of fishing communities in the vicinity. However it did not stop here and they decided to embark upon an ambitious waterfront development plan in Karachi in the ecologically rich Hawksbay area on the western coast of Karachi.

The Project

The government has not yet officially disclosed the details of the project. However media has been leaking some information on the project through news stories. Official websites of City District Government Karachi (CDGK) and the Limitless (Dubai based real estate developer involved in the project) also provide some information on the project.

According to the official website of the CDGK, the City Nazim of Karachi

Syed Mustafa Kamal told journalists that a master plan to construct a new city, Karachi Waterfront Sugar Land City at Hawkesbay has been finalized and it will be constructed on 60,000 acres with the estimated cost of US\$68 billion. Responding a question, the Nazim said that President General Pervez Musharraf has approved the plan. He added that the concerned authorities have been



issued NOC for the construction of new city at Hawkesbay. The meeting was also attended by Federal Minister for Ports and Shipping, Babar Ghori, Chief Minister Sindh, Chief Secretary Sindh, KPT Chairman, representative of Nakheel Development and Chief Executive of Dubai Islamic Bank.

The website of Limitless explains the salient features of the project as follows:

The project is a joint initiative of Limitless and the Government of Pakistan to create a new, balanced waterfront development - Karachi Waterfront, on a 25,000 hectares site west of the existing city of Karachi. The "new city" would contain a defined and carefully weighted balance of residential, commercial, recreational and entertainment facilities in state of the art, master-planned communities. The development would also be home to Special Economic Zones creating a hub for trading, manufacturing and services industry supported by world-class infrastructure and amenities. Phase-I of the project will involve an investment of \$20 billion over the next ten years for developing more than 2000 hectares of prime water-front property. Subsequent phases of the project are expected to involve much larger investments.

A report in Daily The News, Karachi appeared on 25th May 2007 and provides following details about the project:

The first announcement of the project came on Dubai World's website on 5th June, 2006, where it stated that Limitless will develop the Karachi



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Interested contributors should contact the SHEHRI office for writers guidelines. SHEHRI newsletter readership is from students, professionals, environmentalists, policy makers, NGOs and other organizations.

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EDITORIAL

A Society in Freefall

Every day is a struggle with more battles lost than won as efforts are made to have Karachi operate as a viable and functional urban settlement. Grandiose plans are discussed and floated and implemented with the attached promises of turning this city into a Paris, a Dubai, a New York and what not. Master plans a plenty and development packages that keep falling from the sky every now and then help keep the spirits alive, hopes in place as we wait and watch, watch and wait till one dying flicker of an unfulfilled dream is replaced by another, then another and so keeps the wheel turning. Accepted that the problems are complex, enmeshed in tangled webs of deceit, corruption, crime and inaction, yet one is often more depressed and dejected, not at our incapacity to solve the mega problems but at our seemingly unexplainable incapacity and stupidity to tackle effectively even the most basic and the apparently trivial challenges.

The space here is given to discussing an amazingly idiotic case of traffic management that is shamelessly unfolding in front of our very eyes, facing the complex of shops (*Time Medico/Murad Medico etc.*) on the National Stadium Road. As the shops are much visited, cars used to be parked in multiple lanes on the road adjacent, thereby creating a troublesome traffic bottleneck on a busy road.

One fine day, the Cantonment Board managing the land in question decided to ban parking in front of the shops and started working on constructing a parking space on a recently vacated piece of land bordering the shops complex - so far so good. However, what followed can only be described as an absolute mockery of the basic principles of traffic planning and management. First con-

crete block were placed to cordon off the area where previously the cars used to be parked on the road. This measure effectively prevented the cars from being parked on the road, though a small detail needs to be mentioned....the bottleneck remained in place - the cars being replaced by concrete blocks!!

With the parking space completed, it was hoped that matters would be brought under control. However, needless to say, yet another hope in vain! It so occurred, for no comprehensible rhyme or reason, cars were allowed to be parked on the pavement in front of the shops! It is no hidden fact that the common man and his worries and concerns, needs and desires play a limited if any role in setting the priorities for planning and development in this city or for that matter in the country as a whole. In the case in question, the same governing principles apply. A facility primarily meant for the usage of the pedestrians is now being used as a parking space + a road, as cars constantly maneuver in search of a prime parking space in front of the shop of their choice while the poor shoppers who either come on foot or after duly parking their car in the charged parking space jump all over the place, women and children included, to avoid being hit by the running traffic on the pavement!

The purpose of highlighting this case is to simply indicate the abject misery of our situation. It requires no rocket science to manage a no parking zone. Conversely, it requires a governance system mired in complete bankruptcy to allow this to happen and a society steeped in complete apathy, despair and disarray for being a part of it. The least we can do is bury our head in shame. □



Waterfront project. This was followed by the news that a Memorandum of Understanding (MoU) has been signed by Pakistan's Minister of State and Privatization and Investment Umar Ahmad Ghuman and Dubai World chairman Sultan Bin Sulayman. The (MoU) was followed by a high-level meeting held in Islamabad on June 24, 2006, which was chaired by Prime Minister Shaukat Aziz. A number of important directives were given to different ministries including those of Ports and Shipping, Defence, as well as the government of Sindh. It was decided in this meeting that, since the area indicated by Dubai World is very large, the development may start in phases. According to the documents available, in the first phase Manora area, along with Sandspit and areas behind it in the Karachi Port Trust (KPT) western back waters, up to KPT's land limits with Hawksbay, would be offered to the group. In the second phase, while developing the Hawksbay Beach front, it would be ensured that a few portions are left open for the general public for recreational purposes. It was proposed in the same meeting that there should be a proper mechanism for shifting the navy and cantonment board's facilities located at Manora to the Navy land at Cape Monze area.

According to the latest reports on the project, notices have been issued to all hut owners coming under the project's jurisdiction. The notice states that all those huts that are in violation of the hut by-laws would have their leases cancelled with immediate effect whereas the leases of those huts that are not in violation will not be renewed as and when their term expires."

On 14th August, the national day of Pakistan, the Planning and Development department of Sindh Government invited *Expression of Interests* for the project. The same advertisement was placed in Daily Dawn, Karachi on 29th August 2007, this time including a note on extent of

project area as 40,000 acres centered around Hawksbay. The document however does not provide any specific details of the project.

This vagueness is also evident from the introductory note given in the beginning of the document. It reads "The approximate total land within the proposed area will be a minimum of 40,000 acres (19047.53 acres available Government of Sindh land, 21037.15 acres of land on short lease subject to cancellation) all of which is not contiguous. There are pockets of land in the proposed Development Area that are not owned by any government entity or agency, and the selected developer will be expected to work with the government entities and agencies and with the actual owners of the land to acquire or find other viable mutually-beneficial and mutual agreeable solutions for these pockets of land." This clearly indicates that the project will be spread all around the Hawks Bay area and not restricted to any particular part of the area.

Threat to Eco-system

Hawksbay/Sandspit beaches host a unique eco-system of endangered green turtles. This is a major breeding point of the green turtles. Sindh Wildlife Department and World Wide Fund for Nature (WWF) has been working on conservation of green turtles since many years.

Marine turtles have been included in the WWF - Pakistan strategic plan known as *Species of Special Concern*. Globally, there are eight species of marine turtles and all have been classified as endangered. Green Turtle (*Chelonia mydas*) and Olive Ridley Turtle (*Lepidochelys olivacea*) are the two species of marine turtles that nest along the Sandspit and Hawkesbay beaches at the Karachi coast. All species of marine turtles are listed in the *Convention on International Trade in Endangered Species (CITES)*. Pakistan is a signatory to *CITES*, which prohibits trade of turtles, turtle



parts and eggs. The Government of Sindh has also declared Marine Turtles as *Protected* species. Mega construction schemes may not only disturb this fragile eco-system but may also completely devoid this area from green turtles if proper environmental management is not carried out.

In the backwaters, mangroves ecosystem provides resting place to a variety of migratory birds. Noisy construction work and enhanced vehicular movement will cause deterrence to migratory birds and they may abandon this area. The area owned by KPT has mangroves and vegetation cover spread over 400-500 hectares (*over 1000 acres*). The mangrove ecosystem has multiple benefits including resting place for migratory birds and nursery for shrimp and several fish species. Local fishing communities also use these forests for fodder and fuel. Mangrove eco-system in Indus Delta is poorly managed and severely threatened. Projects like Diamond Bar and Sugar Land City can cause severe damage to this eco-system. In past KPT projects like Mai Kolachi road and other infrastructural work along the shore has caused severe damage to mangroves.

As appears from the RFP document, waterfront development is not a single project but it is an amalgamation of several fragmented projects. It is worth mentioning here that the Karachi coast homes an integrated fragile and complex eco-system involving vanishing mangroves,



dwindling fish species and fast disappearing migratory birds. Any development schemes of such scale would have potential negative impact on its eco-system. Also these developments will have far reaching impacts on livelihood of coastal communities. These communities earn their livelihood through beach related leisure activities and subsistence fishing. The waterfront development is bound to bring drastic changes in their centuries old lifestyle. The project proponents are only making hollow claims of compensating and benefiting the local communities without giving any substantial details. Such type of development can have multifarious social environmental impacts.

The RFP document makes it obligatory to conduct *Environmental Impact Assessment (EIA)* of the project. However it may be noted that the whole development package on Karachi Coast will have cumulative impact on coastal eco-systems. Therefore project based EIAs may not depict true picture of environmental and social impacts. It requires *Strategic Impact Assessment (both social and environmental)* to take holistic picture of likely impacts on natural resources and local communities. Although the Environmental Protection Act of 1997 calls for EIA of such projects but it is not in sight so far. Environmental regulation in the country and in Sindh particularly, is very weak.

Community Perspective

Hawksbay is home to most under developed centuries old villages of fishing communities. Predominantly Sindhi and Balochi speaking communities are living in this area even before the British Raj. Manoro was the original Karachi, where a fort wall defined the boundary of Karachi at the time of British occupation in 1843.

Even after six decades of independence, these villages are deprived of very basic facilities. Infrastructure and

other social sector services like drinking water, health and education are in its worst shape. Presently there are two union councils on the Hawks bay, namely Gabo Pat and Baba Island. The Gabo Pat Union Council has more than 100 goths, some of them more than a century old.

Baba Island Union Council comprises of three big islands namely Baba Island (16,000 population), Bhit Island (12,000 population) and Shams Pir Island (3,000 population). There are some large villages like Younisabad (3,500 population) and Kaka Pir (1,000 people).

Hawksbay is among the most beautiful resort places in the country. Thousands of visitors frequent beautiful locations such as Cap Mounz, French Beach and Paradise Point on the Hawksbay. Once the city of rich is erected, no common man would have easy access to these charming views of nature. This will also deprive hundreds of daily wage earners at these picnic points. A number of huts constructed in the area would also be demolished. These huts are owned by some individuals and private companies. Local people are hired as caretakers on these huts. If these huts are removed and people stopped visiting picnic points, several hundred local villagers will lose their livelihood resources.

Local communities have genuine concerns that they would be dislodged from their ancestral abodes to pave the way for constructing the modern city. According to a report of Urban Resource Centre, Karachi more than 23,575 houses (excluding houses and shops demolished in the *Lyari riverbed due to the Lyari Expressway Project*) have been bulldozed by various government agencies since 1992. As a result of these evictions 185,801 people have been displaced. During the period of Jan- May 2006, the government bulldozed over 3,490 houses in the various parts of the city. A total of 23,124 people were made homeless

as result of these evictions. In recently implemented mega projects of Layari Expressway about 25,000 families have been displaced. Majority of them is suffering on many accounts such as compensation, resettlement, loss of employment and breakage of social relations.

As appears from the official documents, the project requires 40,000 acres of land the government has only 19047.53 acres available, that too is not contiguous. This indicates that over 21,000 acres of land would need to be managed in different parts and this may result in non-volunteer displacement of poor communities. The project document has indicated towards this in sugar coated language *There are pockets of land in the proposed Development Area that are not owned by any government entity or agency, and the selected developer will be expected to work with the government entities and agencies and with the actual owners of the land to acquire or find other viable mutually-beneficial and mutual agreeable solutions for these pockets of land.*

Such fears become more acute in absence of any sharing/consultation with local communities. It has become almost a norm in the country to keep information about all big projects confidential from citizens particularly the potential affectees. In this case also all plans are being made behind the close doors and local communities are still unaware of the project and its likely impacts. No consultation with civil society or local communities has been conducted and every thing is shrouded in mystery. This attitude towards development creates genuine concerns among the citizens about these initiatives. □

Courtesy: Excerpts from Development to Destroy Nature and Displace People, (Waterfront Development on Hawksbay) by Naseer Memon and Zubaida Birwani - Pakistan Mahigeer Tahreek



SHEHRI ACTIVITIES

Shehri seminar on 'Our Coastline Under Threat' (Saturday, March 08, 2008 - Hotel Avari, Karachi)

Speakers and participants in the seminar opposed coastline projects, saying that development and construction aimed under such projects would not only add to human suffering but also cause further irreparable damage to the flora and fauna of the ecologically sensitive areas.



A common understanding developed among the organisers and participants of the seminar, who had come from different sections of civil society, that the waterfront constructions for commercial purposes in the name of expansion of the city might cause massive displacement and unemployment of the fishermen community, while on the other hand further migration of people in a large number to Karachi would put an extra burden on the city already starving for energy and water resources and other basics, including transport and law order system.

At the end of the seminar, it was resolved with majority votes that the

government must frame master plans for the coast* al areas to preserve them for future generations, avoid commercial exploitation of coastal areas, ensure free access to the shores, and not to compromise on the rights of the local fishing communities along the coast under any circumstance.

A consensus was also reached that environmental impact assessment and public hearing should be held in the case of all ongoing waterfront development projects. Sustainable development must be distributed uniformly across the geographical space, rather than being concentrated along the coast, it was further resolved.

In their presentations, the speakers mostly took cue from a project that was proposed by the federal government in 2006 with the objective to sell and privatise a significant portion of Karachi coastline in the west to some foreign parties.

However, at some later stage the participants were also informed that the massive



Urban development or real estate development?

The Federal and Provincial Governments in June 2006, behind closed doors planned to sell and privatize the entire coastline of Karachi. Such a massive undertaking was envisioned without taking into consideration amongst other things, the public trust doctrine which clearly states that the coast belongs to all people regardless of any socioeconomic divide.

Civil society must question what impact such projects would have upon the coastal inhabitants of this area and the fishing communities whose livelihood depends on free and unhindered access to the sea. Furthermore, there is need to ascertain whether this project should go ahead? What adverse effects would there be on the sensitive flora and fauna of the coast and it's wetlands. Sandspit and Hawksbay are ecologically sensitive areas where mangroves, migratory birds, green turtle nesting sites, fish life and nurseries abound. The project would encompass zone 2b of the Coastal Development Plan which clearly specifies that no development should take place within this zone. Urban development should not be misconstrued as real estate development. The rights of the citizens of Karachi transcending social divides cannot be sacrificed under any circumstances.

Dharti Members

Baanhn Beli, The Helpline Trust, HRCP, Indus Earth, Institute of Architects, Pakistan (IAP), Karachi Women's Peace Committee, Maheegir Tehrik, PILER, Sahti Bachao, Shehri- CBE, Strengthening Participatory Organization (SPO), Shirkatgah, WWF-Pakistan, Women Action Forum (WAF), War Against Rape (WAR), Pakistan Fisher Folk Forum. □



waterfront development project now appeared to be on the backburner and it now depended on the coming government whether to own the idea.

The government planned to offer about 40,000 acres along the coast, while it had got its own land mass only around 19,000 acres and as such it was obvious that the remaining

lands would be acquired from communities living in the Sandspit and Hawkesbay areas.

Speakers emphasised the preservation of waterfronts and maintained that coastal lands of Karachi, including Hawkesbay and Sandspit, were environmental-ly sensitive areas and had specific value for its sea

plants and other habitats.

It was stressed that efforts should be made to save the treasure of nature. The areas of Sandspit and Hawkesbay are rich in biodiversity, including marine mammals and terrestrial mammals. □



Shehri Workshop on 'Karachi Strategic Development Plan 2020' (1) (Saturday, March 22, 2008 - Hotel Avari, Karachi)

Professionals, members of civil society and representatives of NGOs raised concerns about the Karachi Strategic Development Plan-2020 (KSDP-2020) demanding the government to clearly identify its target.

Iftikhar Ali Qaimkhani from the Master Plan Group of Offices (MPGO) of the City Government gave a presentation on the KSDP-2020 that was recently approved by the City Council, relating to land use, traffic, sewage treatment and other major issues of the city.

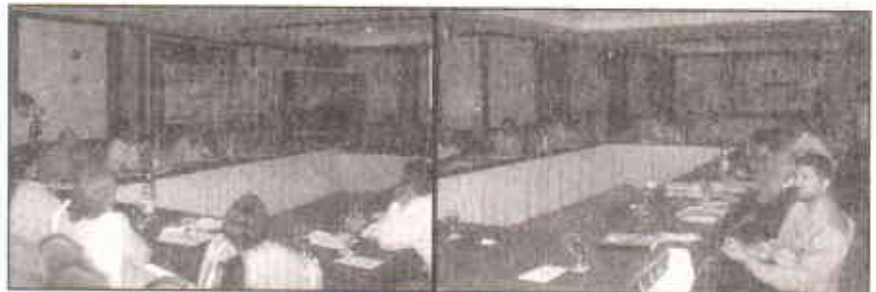
Talking about major traffic arteries entering into the city. Qaimkhani said that at present there were three entry and exit points in the city, including the National Highway, the Super Highway and the RCD Highway. The KSDP-2020 has proposed three more entry and exit points to meet traffic-related issues.

There are 1.5 million registered vehicles in the city and about 600 vehicles are registered daily, he disclosed, adding that, since all these vehicles travel to the south of the city, Saddar Town, it would lead to traffic congestion there. We have recommended six Mass Transit Corridors in the city with the aim to provide affordable and convenient transport to the citizens, said Qaimkhani.

Talking about the land use and housing schemes, he said that the Master Plan has proposed the occupancy of the existing housing schemes instead of introducing new ones.

However, the participants alleged that, in most of the housing schemes, political workers and not the low-income groups were targeted. Pointing out that more than 70 per cent of the city's population lives in Katchi Abadis, Tasneem Siddiqui, Chairman of an NGO, Saaiban, said that 60,000 to 70,000 housing plots are annually required for the residents of Katchi Abadis whereas the government approves only 15,000 to 20,000.

The aim of a housing scheme dies, when the plot owners do not live at their plots; and, since the Non-Utilisation Fee (NUF) is too paltry, there is no way to discourage them.



He also suggested carrying out a survey in the 800 Goths in the city to identify the land mafia who have illegally grabbed land there. Siddiqui said that he had already floated this suggestion to the government, but, according to him, the government did not pay heed to the suggestion, implying that it does not want the Goths to be legalised.

Architect, Perveen Rehman, said that the KSDP-2020 does not address the issue of bulk water theft and disclosed that 272 million gallon daily (mgd) water was stolen daily.

Qaimkhani said that the current water requirement of the city was 640mgd, which would surge to 1,200mgd by 2020 and emphasised the need to increase the water quota for Karachi by the provincial government.

The participants believed that the document (KSDP-2020) was pretty land-centric instead of being citizen-centric.

The plan is very sketchy with recommendations only and doesn't mention the mechanism through which it would be implemented," said one participant.



Another participant pointed out that the master plan gives incorrect figures with regard to parks and open spaces in the city. Moreover, there were no figures in the plan mentioning the treatment of sewage.

Where the plan talks about densification of the towns, it does not specify parks, playgrounds, schools, hospitals/clinics for the citizens, they said. There's no definition as to how more densification would provide adequate facilities to the citizens, said Naeem Sadiq, a concerned citizen. *Is this all about constructing high-rise buildings or is it bringing about improvements in the standard of living of the citizens?* asked the stakeholders.

Head of the KSDP-2020 designing team, Naveed Zaheer, couldn't address the queries in this regard to the satisfaction of the participants, increasing their frustration.

While pointing out another setback in the KSDP-2020, one participant said that the plan views the city in isolation and has not taken the outskirts into account

One of the participants raised questions saying that the updated and final version of the Master Plan had not been put on the website which was extremely unfair for the citizens. However, Qaimkhani promised that he would share the final version of the plan with the stakeholders soon and invited suggestions from the participants.

It was agreed that the participants would send their suggestions to the Shehri to be further forwarded to the MPOG. □

Shehri Workshop on 'Karachi Strategic Development Plan 2020' (2) (Saturday, April 26, 2008 - Hotel Avari, Karachi)

One organisation should be responsible for the entire city - only then will the suggestions put forward by the *City District Government Karachi (CDGK)* be applied properly, participants said at

the workshop on the Karachi Strategic Development Plan (KSDP) - 2020.

The workshop was the second in a series. The first workshop was held around a month ago and had brought

to light the fact that the KSDP 2020 may have been put together sans detailed sector reports. Ensuing media coverage of the event had highlighted this fact, and CDGK officials had as a

result decided to boycott all further Shehri-CBE workshops on the topic, even as observers. Subsequently, no CDGK representatives were present at Saturday's event to field questions put forth by participants of the workshop. Organisers of the seminar had reportedly even been told that they could go ahead and hold as many discussions on the document as they wanted, but it *won't change anything because the KSDP-2020 has already been approved by the City Council.*

Economist Kaiser Bengali suggested the slogan of *Ek Shehr, Ek Nizaam (one city, one system)* for Shehri-CBE's upcoming signature campaign





to push for making the CDGK responsible for the entire city, instead of the mere 33 percent that it controls right now. Masood Jafri from the Pakistan Council of Town Planners and Architects presented a synopsis of the KSDP-2020.

The project started off as the Karachi Master Plan 2020, but somewhere along the way, the name was changed to KSDP-2020, he said. Sources at the planning commission said that the point had been raised by the planning commission itself. They were preparing something of a 'vision' for the year 2030, and wanted all urban plans to conform to it. Hence the change in the name of the master plan to the KSDE.

There is, however, a difference between a master plan and a strategic development plan. Jafri said. *A master plan is the result of a detailed investigation into the problems existing today. Initial studies are made for each sector, suggestions are then put forward, and implementable projects are defined. That is, you conduct studies, take input from them, and prepare the master plan. This in fact had been the term of reference for stakeholders in Karachi, too. Sectoral reports were supposed to be produced for the master plan. A strategic development plan, on the other hand, gives a vision, Jafri said. Strategies are then formulated, but those are left to the stakeholders, such as transporters, etc. They know best what needs to be done.*

The current document, Jafri maintained, was neither a master plan, nor a strategic development plan. *It doesn't have the research or, studies that would make it a master plan, and on the strategic side, it does not have commitment from stakeholders, he said.*

The second problem, Jafri pointed out, is the fact that the KSDP-2020 states that the CDGK controls only one-third of the entire area of Karachi. *How do you plan to implement your suggestions in areas that you have no jurisdiction over?* he asked. *This is the fourth master plan for Karachi. The*

last three did not work, and this one looks like it may go the same way. The difference this time around however, is that at least the CDGK owns it, so the part relating to the city government will be implemented.

For the plan to be implemented completely, participants at the seminar suggested a campaign to ensure that the CDGK has control over all of Karachi. Jafri suggested the example of the CDA (Capital Development Authority) Ordinance which governs development in Islamabad, where even privately-owned land cannot be developed without approval from the CDA. Moreover, the revenue-generation factor of Karachi should be considered as well, Karachi has a self-propelling economy, the will of millions of people has, in the past, proved to be stronger than any artificial restrictions placed by the government. In light of this industries should be facilitated, especially with respect to power, water and transportation. They should have their own power-production systems, while for water, desalination is the only solution.

Another problem with the document, Jafri said, is that there is no mention of any concrete steps to implement the suggestions. *Committee members are either bureaucrats or research scholars. Stakeholders are not adequately represented there, he said,*

Architect Arif Hasan, in an email sent to Shehri-CBE, described the document succinctly as a *mix of intentions and principles. While many of these principles are environment- and society-friendly, but they could be far more so if certain ambiguities are removed, especially in the housing, land-use, and transport sectors, he said.*

The scale of expansion (for Karachi) envisaged in the document has not been justified by any scientific demo-



graphic study. Hasan said, adding that because of this, one could accuse the plan of being merely a *real estate development initiative.*

Kaiser Bengali questioned the motivation behind the KSDP-2020 if no donor funding was backing it. *I will need to see numbers before I envisage or implement a project, he said. If my decision has already been made, however, I will forego numbers. What is the motivation behind this plan?*

Participants at the workshop also pointed out that law-and-order had not been addressed in the development plan, neither were megacity and coastal projects being undertaken by the CDGK. Roland D'Souza pointed out that there were a number of positive factors in the document, such as the fact that it categorically stated (on Page 202) that *no development should be allowed in the land area up to 150 meters from the high water mark.* In order to implement all of these, however, the CDGK needs to have jurisdiction over all of Karachi.

The motivation for the KSDP-2020 could be the pressure put in by citizens for addressing the lack of a master plan for the city. *Today the document is available, he said. And now we need to create more nuisance to improve it, Bengali quipped.*

The real problem is the lack of democracy and accountability, Shehri-CBE Chairman Derek Dean said. And in order to change that, the government should make sure that sector reports are made available. □



SHEHRI ADVOCACY

In this section, we highlight some of our ongoing advocacy work and seek active citizen participation for ensuring protection of public interest.

Establishment of industries on 68 acres near heritage site 15th century Chaukhandi Tombs in Bin Qasim Town

We are appalled that the sanctity of this heritage site (protected under the *Antiquities Act 1975*), and notified at Serial. 1.57 dated 7-9-1995 under *Sindh Cultural (Preservation) Act 1994* would be sacrificed by the government at the altar of profit and so-called industrial progress.

If we erase out history and obliterate our past, our future is also doomed. It is imperative that we carefully preserve historical sites like the Chaukhandi Tombs for the benefit of future generations of Pakistanis.

Conservation of a historical cultural site includes preservation of the area around it so that the ambience is protected. Additionally, pollution, effluents, traffic and similar undesirable influences from the new industries will destroy whatever little is left of the graveyard.

Professional and technical advice must be sought from local and international conservation agencies in the matter. The recent closure by the Supreme Court of two industrial steel mills in Islamabad because they were polluting the atmosphere is a case in point.

Illegal commercial construction JM 553, Jamshed Quarter, Dadabhoy Naoroji Road

We ask the relevant authorities to take lawful actions to demolish the illegal construction at the above residential plot which is being unlawfully commercialized. The builders are unauthorizedly constructing/sell-

ing shops on ground floor (@ Rs 70 lacs each), and flats (@ Rs 1 crore each) on the upper floors. Parking spaces are not being provided as per law, and the approved plan is being violated. Unsuspecting citizens are being defrauded.

Please have the unlawful construction / premises sealed immediately in order to protect innocent people from being cheated. KBCA must also institute criminal prosecution u/s 19 of SBCO 1979 against the builder, the licensed architect, engineer, and the colluding DCB and ACB.

Overflowing Gutter due to the negligence of Road Works Department Plot No. 165-A, Sir Syed Road, Block-3, P.E.C.H.S., Karachi

Three months back the major roads in Block 2 PECHS were dug up with the purpose of laying a new carpet cover on the road. One track of Sir Syed Road was also dug up for the same purpose. However, the pace of work was very slow and also all the debris of dug-up road was dumped into the main sewerage lines. At that time also a protest had been lodged to the supervisor-at-site, who had promised to clear all the sewerage lines as well as replace all the damaged manhole covers, within 2 days. It never happened.

However, it has been more than a month since all work has come to a standstill. All the good work done by CDGK in laying the foundation of the new carpeting is going to waste as all the top layer is getting eroded. Is it not a clear and deliberate attempt at

wastage of public money, and who in CDGK should be held responsible for the chocking of the sewerage line and wastage of public money.

Please have the sewerage lines cleared immediately so that the sewerage accumulated on the road gets cleared away. Have all the damaged man-hole covers replaced as they are a constant source of danger to life. Complete the carpeting of the road, as the kutcha top layer is causing constant dust pollution leading to breathing problems for the residents, a health hazard.

Proposed 46-floor "I.T. Tower & Call Centre" near Civic Centre Plot No. ST-3, Block 14, Gulshan-e-Iqbal

We appreciate CDGK's efforts to put Karachi on the map of the world. However, we are extremely concerned about the paucity of information made available to the general public and about the environmental impact of this proposed project on the surrounding area.

A few preliminary issues that need to be addressed include:

- 1) As per the notified Town-Planning of the improvement scheme of Gulshan-e-Iqbal (*KDA Scheme No. 24*), this plot is part of a public building/amenity plot (*the Civic Centre & KBCA Annexe have been built on the remaining part*). Consequently:
 - a) the plot-ratio allowed for amenity plots by the Zoning Regulations is 1:1 (*and this*



may have all been consumed by the afore-mentioned two buildings)

- b) an amenity plot cannot be used for commercial purposes (commercial offices, shops, hotel, etc.)
- 2) With a part plot area of 14,219m², a building of 250,000m² implies a plot ratio approximately 1: 17.6. This is far in excess of the highest plot-ratio (1: 6) available in KBTPR 2002, and more than the highest plot ratio (1: 15) available in New York City.
- 3) This part of the amenity plot recently accommodated over 600 cars for visitors of the Civic Centre, KBCA, KWSB, Radio Pakistan and other government buildings in the area, which have no parking facilities of their own. Where will these cars now be parked? The 2,100 cars parking space provided in the proposed project will be scarcely enough for the vehicles of the project itself.
- 4) A Town-Planning (Environmental Impact Assessment) study has to be made of the ecological footprint on the surrounding area and infrastructure of such mammoth buildings, especially when they are not par to the original town-planning? As a minimum this study must cover the:
 - a) availability of electricity (12 - 15MW), water & sewerage (over 200,000 gallons/day)
 - b) increase in area population (approximately 20,000 more persons)
 - c) increased traffic flows (approximately 2,100 more cars)

We would be pleased to assist the CDGK in addressing the above issues.

Proposed CNG Station at Plot No. 591, Jamshed Quarters, New MA Jinnah Road, Karachi

OBJECTIONS TO THE CONVERSION OF THE PLOT

- A) Copy of the technical justification studies made in the light of the planning of the area (as per Regulation 18-4.2.2 of KBTPR 2002, and other town-planning laws), including availability of utilities, infrastructure and amenities have not been provided.
- B) Copy of the Environmental Impact Assessment (EIA) carried out in accordance with Item H-1 of Schedule-II of Review of IEE & EIA Regulations, 2002 notified under PEP A 1997 (noise, air pollution, utilities, infrastructure, crime, introduction of strangers into the neighbourhood, etc) of the proposed conversion, with date of public participation hearing, has also not been provided.
- C) Copy of the CNG station layout showing:
 - a] compliance with safety requirements and clearances from equipment
 - b] entrance and exit provisions for vehicles, and their effect on road traffic.
 - c] waiting spaces for vehicles, etc

None of the above provisions of the conversion procedures as laid down in KBTPR and EPA were followed. Shabri raised objections to the public notice but no hearing was held so how was the plot commercialized.

OBJECTIONS TO THE PRESENCE OF THE CNG STATION IN RESIDENTIAL AREA

We draw your attention to the following point:

- * The Oil & Gas Regulatory Authority (OGRA) specifically states in their Provisional License that: *The CNG station will not be located in a residential area.*
- * Regulation 25-12.6 of KBTPR states that *no CNG shall be located within 300 ft of crossing of two major arteries or a roundabout.* The proposed CNG station is located 240 ft from one main intersection, and 205 ft from the other intersection.
- * On this New M.A. Jinnah Road another CNG station of PSO already exists, and under the OGRA rules, there has to be a minimum distance between two CNG stations. The distance between this proposed CNG and the existing PSO CNG is 400 ft approx.
- * Proposed CNG plot is facing a 20 ft wide residential road, under 25-12.8 KBTPR 2002 they can only be located on roads having minimum 60 ft wide. The KBCA/MPGO have allowed the owner/builder to also use the 20 ft wide road, as that side has the greater frontage (90ft), and consequently the que of cars on 20ft wide road will be a source of eternal traffic jams, playing havoc with the movement of vehicles for the residences. If at all the owners of the CNG station argue that their plot faces the 200 ft wide New M.A. Jinnah road, then they should only be allowed to use the 200 ft wide road, and the access to the 20 ft wide road (more a lane than a road) should be closed to protect the privacy of the residential area.

Will the owners of the proposed CNG station be willing to live right next to a CNG station and thus expose their own families to this explosive hazard? If not what right do they have to risk others to a hazard of their own creation. □



INSTITUTIONAL REFORMS

Shehri project on police reforms: An update

Shehri's project on Police Reforms continues to make a positive contribution in building capacity of the police cadre and bridging the trust gap between the police and the community. An Update is being provided on the activities of the Third Quarter.

The Goals for the Third Quarter (January-March 2008) are identified as follows:

- * Development and upgrading the citizens' help desk.
- * Third training workshop on Participatory Citizen-Police Interaction and Training for Improved Policing of Human Rights Violations
- * Observing the performance of police officers who were part of the project.
- * Brochure on How to Lodge First Information Report (FIR)?

Activities during the Third Quarter

Development and upgrading of the Citizens' Help Desk

As part of the project, Shehri-CBE established a citizen's help desk. As the name reflects, the citizens' help desk is meant to facilitate citizens at the police station and has become a kind of a first stop for citizens. This help desk initially was established in 2003 during the tenure of Mr. Tariq Jameel then DIGP (Operations) Karachi. To make the help desk more effective for the citizens, during the reporting period the help desk was upgraded at Ferozabad Police Station, Jamshed Town under the supervision of DSP (Rtd.) Jahan Khan Bhatti.

The Citizens help desk has the following objectives:

- * To empower the citizens through

information sharing.

- * To encourage citizens to take ownership of the help desk and use it as a first stop for their complaints.
- * To address the trust deficit that exists between the police and citizens.
- * To raise awareness amongst the citizens about their rights.
- * To engage in a meaningful dialogue and consultation with the Police officers of *Operation and Investigation* wings of Police Station Ferozabad (Jamshed Town).

Capacity building workshop

As per the work plan of the project, during the third quarter Shehri-CBE was required to conduct a capacity building training workshop based on the third module. This is further to the trainings workshops conducted on Training Module 1 and 2 conducted previously. A series of 5 Training workshops are being conducted with a select group of Police Inspectors, SHOs from Karachi Police. Two Training Workshops each have already been organized with the selected group in August and November - 2007 respectively. The previous trainings covered area like Human Rights in the context of the Constitution and existing policies of Pakistan and religious dimensions of Human Rights.



The series of trainings intend to provide a comprehensive perspective of Human Rights to the Police Trainees. These trainings would enhance the understating of participants to reflect on the issue of violation of Human Rights in the outlook of Police and on the other, it would enhance their capacities to promote and protect Human Rights in the General Community. Third training module focuses on fundamental Human Rights in the context of vulnerable groups with specific attention on women, children and minorities.

The primary objectives of the training workshops were to (a) help participants to identify and understand what different vulnerable groups in our society are and why they are vulnerable? (b) Enhance participants understating about the impact of gender stereotypes on vulnerable groups (c) Increase participant's sensitivity about the right of vulnerable groups in our society and (d) Highlight the role of Police in protection of rights of the vulnerable groups.

The trainer was Mr. Babar Bashir of Rozan Islamabad who invited participants to share their case studies success stories. A number of participants