



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

OCTOBER - DECEMBER 1996 Vol. 1/No.18

INSIDE

- Urban Planning
- Seminars
- Vehicular Pollution
- Privatization of KW&SB
- Grax Village
- Composting
- Hyderabad Fort

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.

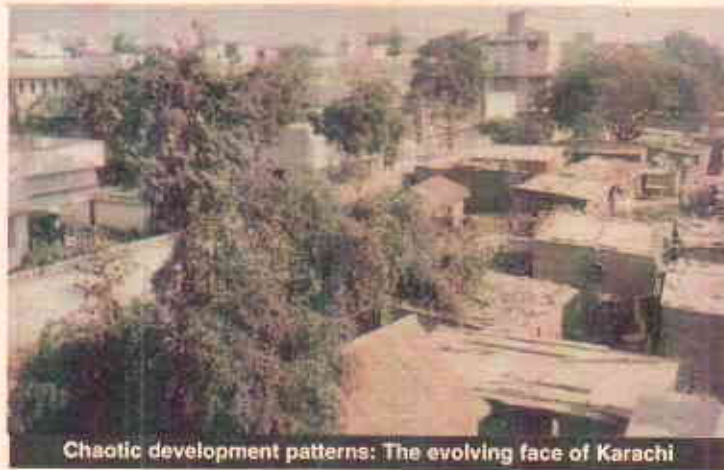
With the addition of new areas, the old town transformed into a commercial and merchandising district. By 1920, the total number of dwelling units within the municipal limits was approximately 30,000. This process continued till 1947.

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-



SHEHRI

206-G, Block 2, P.E.C.H.S.,
Karachi-75400, Pakistan.
Tel/Fax: 92-21-453-0646
e-mail/address: shehri @
shehri.a.khi.brain.net.pk

EDITOR

Farhan Anwar

MANAGING COMMITTEE

Chairperson : Qazi Faez Isa
Vice Chairperson : Hassan Jaffery
General Secretary :

Amber Ali Bhai

Treasurer : Khatib Ahmed

Members : Danish Azar Zubay
Farhan Anwar
Victoria D' Souza
Navaid Husain
Humaira Rahman

SHEHRI STAFF

Administrator :

Mrs Mansoor

Project Assistant :

(Position Vacant)

Secretary : Mrs. Naheed Kader

SHEHRI SUB-COMMITTEES

- i) **Anti-Pollution**
Navaid Husain
- ii) **Conservation & Heritage**
Danish Azar Zubay
Humaira Rahman
- iii) **Media & Outreach**
Humaira Rahman
Hassan Jaffery
Farhan Anwar
- iv) **Legal**
Qazi Faez Isa
Amber Ali Bhai
Roland D' Souza
Victoria D' Souza
- v) **Parks & Recreation**
Khatib Ahmed
- vi) **Fund Raiser**
All Members

Sub-committee membership is open to all members of SHEHRI-CBE. Reproduction of articles is welcome provided the source is acknowledged. Views expressed herein do not necessarily express the views of the Editor/Editorial Board.

Contributions are welcome

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

Composed by :
GRAPHISENSE PAKISTAN
Tel : 62 80 72

Printed by :
Gaziani Printing Press
Tel : 2638908
For the printing of this newsletter
SHEHRI-CBE
acknowledges the support of
The Friedrich-Naumann
Foundation

SHEHRI-CBE
acknowledges the support of
The Friedrich-Naumann
Foundation

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 misadminister 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

Member of

IUCN
The World Conservation Union

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



Inaugural 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 Siddiqi



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.

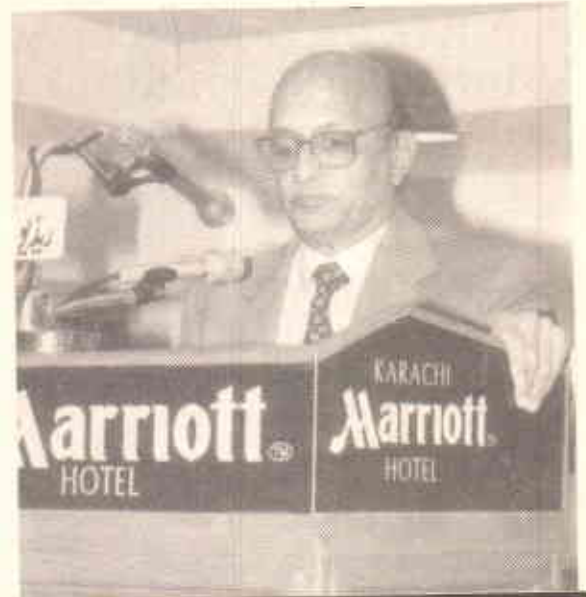
Mr. Nasir Khan Yusufzai, Assistant Director General Police (Traffic) stated that the government agencies did not possess the necessary equipment required for monitoring

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. □



COMMENTS

Restructuring water & sewerage services in Karachi Citizen consent or coercion?

Much controversy surrounds the privatization process of KW & SB. Ally Ercelawn and Muhammad Nauman warn against the adverse consequences of hastily imposed 'imported' solutions, discuss a range of options and stress the vital need of transparency and public participation on this important issue.

Steadily deteriorating performance of the Karachi Water and Sewerage Board (KWSB) shares the familiar odious distinctions of municipal services in much of the developing world. Our metropolis suffers from an increasingly inadequate delivery of both the volume and quality of water. Crippled by years of political and administrative mismanagement, incompetence, and corruption in operations and oversight, KWSB cannot but produce negligible investible resources to address gross deficiencies in the delivery of basic services.

Two themes define our political position. First, pure consumer markets in their provision cannot be viable because the public interest unambiguously demands communal control and distributive justice in basic services. Second, since political mismanagement lies at the root of the problems, the city must simultaneously undertake institutional and organisational reforms to establish and secure broad-based citizen control over the provision of basic services.

Even though induction of the private sector appears inevitable to improve the provision of water and sewerage services, the experience of other countries suggests a range of options - from short-term management franchises to long-

term concessions. These alternatives have varying economic and political benefits to gainers and losers, as consumers, labour, and taxpayers. The principle of community control therefore warrants public debate and decision.

It remains a matter of serious concern that Islamabad and Washington are foisting their privatisation

It remains a matter of serious concern that Islamabad and Washington are foisting their privatisation programme upon Karachi, without clear transparency and wide citizen participation.

programme upon Karachi, without the clear transparency and wide citizen participation that would ensure consensus on so vital a matter as restructuring the provision of water and sewerage services

Revitalised Public Sector

Decades of poor governance provides little faith in continuing direct public provision of municipal services. Successful public management requires not just a very high degree of moral commitment to service among the bureaucracy but also professional competence, as well as integrity among those charged with its oversight. As Shahid Kardar has reminded us recently, these qualities are scarce in the nation's administration. Karachi is no

exception. At least in this regard, dissolution is likely to provide permanent benefits to the majority of its citizens.

Management Franchise or Lease

The simplest option for local government is to turn over management of the entire KWSB system to a private operator for a limited period of, say, five years. In addition to providing any subsidies needed for operations and maintenance in poor neighbourhoods and other public-service obligations, all funds for rehabilitation and expansion will remain the responsibility of local government.

Long-term Concession

When investment requirements are enormous in relation to the capacity for public resource mobilisation, a long-term concession is the only way out of a crisis. The entire responsibility for management and finance of all aspects of water supply and sewage is handed over, usually to a private foreign operator, for twenty or more years. Buenos Aires is the most famous example of this creation of a private monopoly. Similar privatisation in Manila is expected shortly.

In return for promises to pump in large amounts of capital, through



a substantial equity as well as loans to the concession, the private operator is given full control of and profits from maintenance, rehabilitation, and expansion of the system. By comparison to franchises and leases, the longer duration of the concession accords the operator the largest incentives as well as opportunities to improve services. Higher profits are also often justified by reference to the greater burden of risks borne by the operator. These risks may, however, be overstated since the concession is a monopoly for basic services and foreign operators can easily co-opt local regulators.

Unbundling Services

Geographical unbundling of service areas is most suitable when natural divisions and scale economies lend themselves to multiple operators. To be judged in yardstick competition against local rather than distant benchmarks, and remain subject to contestation for the market by potential rivals, can be a powerful stimulus to performance.

For a number of reasons, most countries have inducted the private sector only partially into the supply of water and sewerage services. Public management is retained for some functions or services, while others are handed over to the private sector.

Unbundling can expand political space. Lyari may prefer a community-managed system that provides regular supplies three hours a day at ground level, while Defence may afford to pay private management for twelve hours of water daily, at pressures sufficient to drive showers at first-floor level. Both could buy bulk water from, and 'sell' untreated sewage, to a city-wide publicly or privately managed entity. We should

remain wary of 'technical' obfuscation in attempts to impose a single form of reorganisation upon all districts.

Revamped Regulation

At the heart of social regulation is the issue of the appropriate form of public intervention to minimise costs. Standard analysis of principal-agent problems identifies three central problems: incentives of the regulator, the information monopoly of the service provider, and the incentives of the regulatee. To these we must add the problem of accountability of providers as well as regulators to consumers. Intelligent application of economics may be able to tell us how regulators ought to behave, but only politics can guide and foster constraints on operator and regulator discretion to realign conduct.

Institutions for Oversight

Devolution of authority without new mechanisms of accountability simply redistributes power without responsibility. In addition to legislators, other members of civil society can assist in devising and implementing effective oversight. Monitoring the quality of services could perhaps be the most effective way of strengthening regulation, particularly in its mandate to ensure that the poor do not get shafted because of inability to pay. But for this to have any teeth, the regulatory authority must either include non-governmental professionals or encourage public interest litigation for violations in either case, regular public hearings will be essential, and public interest will have to be articulated and defended.

Among other distinguished analysts of good governance, Tariq Banuri has proposed that the judiciary should play a central role in

mediating conflict between citizens and government. In this regard, we should consider the advantages of a politically autonomous, locally-based, Public Utilities Commission with judicial oversight over operators and regulators of public services.

Public Debate

Even this brief review attests that there is nothing obvious about the form and content of restructuring the supply of water and sewage services in Karachi. All options have differing implications for the speed, efficiency, and equity of sharing in levels and burdens, of improvements in services. The structure of regulation and additional oversight needs careful deliberation.

To illustrate our concerns, consider a brief, though incomplete, set of issues. What service improvements will be planned for Lyari versus Defence? Will we wait until Lyari comes up to par? What steps will be taken to control the tanker Mafia? What is the time profile of proposed tariff increases? How much of the present subsidy will be reallocated from Defence to Lyari? What will induce the new management to profit from increased efficiency rather than higher tariffs? How adequate will be the safeguards and penalties for failure to meet minimum service levels in Lyari? What incentives will induce the foreign operator to search for profits from rational use of local labour rather than in the training of junior expatriate staff, or through transfer pricing of equipment imported from sister concerns?

Ominous Moves.

At the behest of the World Bank, the Federal Privatization Commission has 'persuaded' the Sindh government to engage a



consultant to initiate and complete the 'transaction' of privatising KWSB. Not surprisingly, the consultant's terms of reference were proposed, if not actually drafted, by the World Bank.

Despite the considerable rhetoric of participation and transparency, no public participation has been evident in any decisions to date, including the selection of the Banque Paribas consortium as the consultant. If business continues to be conducted in the usual fashion, the restructuring of KWSB will essentially be proposed, evaluated, and decided by the World Bank. Much more so by default to creditors, rather than because of professional imperialism.

Casually degrading the right of local consent, Islamabad and Washington have appointed themselves as the Walis of Karachi's municipal services. Other than years of habitual submission to broad oppression and narrow greed, there is no reason for Karachi's citizens to meekly abrogate local control over local services. Abandoning collective responsibility suggests that the road to our hell could well become paved with the good intentions of those insulated from the consequences of their own advice.

Conclusion

A succinct, and eloquent, summary of the concerns which have been raised, are contained in the insights derived by two careful analysts from both Northern and Southern experiences.

"Water is essential material for maintaining bodily and social life. Yet the political ecology of urban water provision excludes large parts of the population from

nature's water. Therefore, the issue of sustainable urban development must raise the questions, Whose water? Whose city?

"As government is reinvented, and as old democratic structures lose their efficiency, we will increasingly need more imaginative and less obvious mechanisms for ensuring that public services remain both efficient and responsive."

Action by NGOs

Confronted with the indecent haste and secrecy with which the government and the World Bank are moving Karachi, and the country, towards privatisation, NGOs should consider it an urgent task to publicise the need

NGOs should take steps to assist citizens of Karachi in demanding that all information requisite to responsible decisions be made available well before government begins implementing reforms of municipal services.

for extensive and transparent local participation and control. Local, as in Karachi's citizens, and not Islamabad bureaucrats or Washington - Manila mission(aries).

NGOs can, and should, assist government and international agencies in replacing arrogant and self-serving delusions with the recognition that fundamental changes in the organisation of basic services cannot be sustained in this volatile city without a broad consensus -- not just between stakeholders, as caregivers and care-takers would have it, but also among its stakeholders, as morally legitimate governance ordains. When imposed rather than proposed, accelerated privatisation can

become an invitation to devastate the public interest, albeit legitimised by 'market reforms.' It is well to recall that corrupt politicians can be sent packing by the awam, but what recourse will they have against loot and plunder by the corporate elite?

"If it is not just a fashion to don the mantle of accountability, the government, if not the World Bank, should welcome the reminder that a stitch in time could save nine. At this time, NGOs should take steps to assist citizens of Karachi in demanding that all information requisite to responsible decisions be made available well before government begins implementing reforms of municipal services."

Public hearings are essential for public accountability. The NGO's should have the opportunity to examine all proposals and evaluations. As the experience of Ghazi-Barotha Hydropower Project indicates, the third immediate task before NGOs is to start developing core groups to monitor both the process of restructuring as well as actual implementation of any agreed reforms. To remain fully credible, this monitoring should be independent of the NGO group that will assist in evaluating proposals. In all matters, and NGO actions are no exception, monitors should work independently of implementors and regulators. Partnerships must always be protected against degenerating into incestuous networks. □

(Ally Ercelawn is a Senior Economist and Muhammad Nauman is a Professor of Electrical / Computer Engineering at the N.E.D Engineering University, Karachi)



COMMENTS

Vehicular Smoke Emissions and Atmospheric Pollution

In this thought provoking article, Navaid Husain discusses at length, the various issues related with vehicular pollution and suggests a number of measures aimed at bringing about an overall improvement in our urban transportation network.

In the coming decades Asia will see the fastest expansion in terms of vehicular growth, and industrialization which will lead to a far greater level of atmospheric pollution. Therefore it is important that we regulate the level of emissions. Due to the population explosion the number of people inhabiting Pakistan has mushroomed from 31.5 million at the time of Partition to 140 million in 1996. Over the last two decades the growth of vehicles in Karachi has increased at the rate of 12% whilst the urban population is increasing at 5.6%, in other words vehicular growth is twice that of human growth. Overcrowded urban areas result in environmental degradation and social problems and added to this is a high level of atmospheric pollution due to vehicular emissions and industrial production.

One should begin by stating that like most issues, the one of vehicular smoke emissions is a complicated one. On the face of it, smoke emissions seem simple to control, all one has to do is to enforce the law and the problem will disappear. But the first question that arises is that at what stage are emissions thought to be hazardous to public safety? For an answer to that we may look towards the NEQS (National Environmental Quality Standards) which have recently been

enforced.

Now that the NEQS have been established, the EPA (Environmental Protection Agency) and the Traffic Police needs to enforce them through a two stage process. Firstly, by regular traffic checks in which penalties should be punitive rather than imposing a marginal fine. Secondly, by issuing annual MOT's i.e. vehicular fitness certificates. This vehicle fitness exercise should be carried

A major issue in vehicular smoke emissions is the availability and usage of adulterated fuel and oil. The weak application of the law is a major cause of adulteration where profit seems to outweigh punitive action and its consequences.

out through listed service stations or garages with trained staff and adequate equipment to carry out checks. This privatization of vehicular check-ups is necessary for two reasons. Firstly, so that the traffic police is not diverted from its duty of regulating traffic flow and secondly, so as not to lace burdens on the state mechanism by having to set up garages or service stations for this purpose and which will also lead to corruption. Vehicles after a few years of running on roads will emit higher emissions unless properly maintained. For that purpose MOT specifications for older vehicles need to be further strengthened so as to ensure

proper fitness which includes safety standards.

A major issue in vehicular smoke emissions is the availability and usage of adulterated fuel and oil. The weak application of the law is a major cause of adulteration, where profit seems to outweigh punitive action and its consequences. One way of controlling adulterated fuel is to formalize the participation of oil companies in fitness checking operations by perhaps giving their representatives, Honorary Magistrate status, in order to weed out adulteration. After all, it is in the oil companies interest, that products being sold under their brand names should be according to specifications. And therefore they are losers in financial terms if adulterated products are marketed.

Having recognized that high sulphur and lead fuel contents are harmful, "Shehri" in 1994 organized meetings with refineries and oil companies with a view to introduce low lead and sulphur fuels within a few years. The standards, developed along with time frames through consensus were sent off to the Ministry of Petroleum for implementation but the same were not responded to, due to the state's vested interests being involved. It is interesting to note that whilst most oil companies and refineries (apart



from Pakistan State Oil) are eager to introduce cleaner fuel, the state is uninterested as huge commissions are involved in bulk imports of fuels.

One obvious way of reducing emissions is to try and limit the number of vehicles on the road. But this would entail improving public transport in parallel to ensuring easy movement of public transport. Out of the million or so vehicles on the road in Karachi, approximately 6% are for public transport, the rest are used by the private sector.

Of the 50 to 70,000 vehicles in the public sector there are 22,000 rickshaws which emit smoke and noise pollution and consume extremely high levels of fuel per person per kilometer. Then when we consider the fact that whilst one bus can carry about 100 passenger as opposed to 50 rickshaws that carry the same number of passengers while creating obstructions in free flow of traffic. This means that Karachi's entire passenger load of 22,000 rickshaws can be provided by just 440 buses! Therefore we must enact policies that encourage the usage of larger forms of public transport by means of incentives in fare and import duty structures and by proportionately reducing the road tax on them. In parallel, rickshaw permits should be curtailed in large urban centers by encouraging them to move to smaller cities where there is a lack of transport.

Reducing emissions should be part of a well thought out strategy of improving public transport, road network and traffic management, revamping the existing circular railway which has become neglected and the speedy execution of Mass Transit Light Rail Project, etc. The fiscal needs of the

Traffic Police and Traffic Engineering Bureau must be given due consideration and should be greatly enhanced. Traffic Management needs adequate equipment and trained manpower. If we expect underpaid, poorly educated Traffic constables to carry out their duties in a manner similar to those of their counterparts in a developed society, then it should be ensured that the Police department's needs be met. This can be done by increasing road tax on private vehicles, as they are by far the biggest users of the road network and therefore the biggest contributors to some emissions. The difference between private and public transport is obvious, whilst private transport is used by a small upper and middle class, the mass of the population uses public transport.

Lack of traffic management, poor driving habits, encroachments on roads and a lack of car parking space result in vehicles plying on the road for longer than they need to, which contributes towards vehicular emissions. Therefore the solution to this problem requires a concerted effort from all concerned rather than a task just for the Traffic Police, Traffic Engineering Bureau and EPA to tackle.

If citizens want a cleaner environment then they must be ready to pay for it and be active participants in working towards it. A certain amount of political and administrative will is needed to induce citizens to accept this. In this regard the unrealistic fare structures for public transport is an issue which is contributing a lot to the overall crisis and needs to be looked into on a urgent basis. A prime example of this is the circular railway which has become neglected and run down due to a number of reasons, financial paucity being one of them. Similarly public transport fares are controlled by the administration and result in marginal profits for the operator which is unfair. During the course of the year there is an annual budget, mini budgets, rupee devaluation, fuel price hikes, all of which result in inflation of which the public transport fare structure fails to keep abreast. The result is that transport operators spend the barest of amounts on the upkeep of their vehicles which results in vehicular emissions due to poor maintenance and the entire population suffers as a result. □

(Navaid Husain is a member of the Executive Committee of Shehri)

Progress on air-pollution protocols

A late-August strategy session in Geneva advanced prospect for strengthening one of the most successful and influential international environmental agreements, the air-pollution convention concluded in 1979 by the United Nations Economic Commission for Europe (ECE).

The meeting of the Working Group on Strategies, the negotiating body of the ECE Convention on Long-range Transboundary Air Pollution, discussed legally-binding protocols to restrict harmful emissions from automobile exhausts, among other sources of air pollution. Already included in the convention which has been ratified by the United States, Canada and western and eastern European countries, are protocols on emission of sulphur and volatile organic compounds, and an earlier agreement on nitrogen oxides. Work on the protocol will resume next year. □

(Courtesy: Development Update, United Nations, Sep - Oct 1996)



URBAN ISSUES

Healthy Body, Healthy Mind

SHEHRI analysis the deplorable hygienic conditions that prevail in a majority of Karachi's schools, and stresses the need for urgent action to rectify the situation.

The consumption of polluted drinking water constitutes a major health risk; particularly for children. Priority consideration is therefore accorded to the water and sanitation services of any big city by the urban planners, owing to their direct bearing on the health of the residents. In our city, although potable water is now being supplied to a greater percentage of the population than ever before, this does not necessarily imply that the plentiful water gushing out of our taps is safe for drinking. Even though there has always been a difference of opinion on this issue between the Karachi Water & Sewerage Board officials and independent analysts, it is nevertheless advisable to have the tap water boiled or filtered before consumption.

In most of our households, due to the increased awareness, drinking water is now being used after the necessary treatment. However, despite the obvious care taken in our homes, children keep getting afflicted with water borne diseases like hepatitis, cholera, dysentery and diarrhea. One reason that is usually put forward is that something eaten from a fruit vendor or "thelwallah" caused the child to fall sick.

That may be true. However, parents often fail to consider the fact

that their children spend almost half of their day in their schools. So, there is a much greater probability of them being affected by a virus or a bacteria through something they might eat or drink inside the school premises. This possibility brings to fore the appalling state of the food and drinking water facilities in most of our educational institutions. In particular the drinking water provisions in many of the local schools, whether



private or government run, fail to fulfill even the basic hygienic requirements.

In most of the schools, water is received from the local water supply line and is stored in underground water reservoirs. From the reservoirs the water is pumped to overhead tanks. It then reaches the consumer through tank/tap system. In some cases electric coolers are fitted to cool the water, however no treatment of any kind is provided. Water reservoirs are seldom cleaned, a fact that greatly adds to the problem. In some schools situ-

ated in the far flung areas of the city, where water supply is irregular, ground water is used for drinking, which is an even greater hazard.

Parents often feel assured in the knowledge that since they have packed their child with a water thermos, there is no need for any concern. However, it has been observed that either due to excessive heat or due to the fact that the water gets shared with those kids who have not brought any, it is consumed very early in the day, after which the child is forced to drink from the taps provided in the school, in highly unhygienic environs. Concrete water tanks are in bad shape, with cockroaches and other pests coming out of every conceivable nook and corner. Most of the taps are broken. Glasses

are seldom provided in sufficient numbers, which results in the extremely hazardous practice of children sucking directly from the taps by pressing their mouths against them. The government schools are obviously worse off, although the conditions in a majority of the private schools is not much better either.

If you ask the administration of such schools for reasons of this sorry state of affairs, you are often met with a bewildered stare, as if this was something they were not aware of before. Obviously the



issue has never received priority consideration. Then standard excuses as lack of funds etc. are put forward. However, it is noticed that much money is spent on activities like building a boundary wall, paint work, new furniture etc, while this important aspect related directly to the health and hygiene of the students is mostly neglected. The parents of children are also to be blamed. The parents are always worried about the marks and grades of their children but they seldom bother to check the quality of food and drink they consume during their stay in their schools.

One way of tackling this crisis is to install water purification/filtration units in schools. Units should be in tune with the consumption needs of the whole school. Even if such large purification units are not handy in sufficient numbers in the market at present, the implementation of legislative measures is certain to positively effect their market availability. The installation of a backup unit is advisable, as such units require regular maintenance, making it convenient to have a backup unit handy.

The condition of school canteens is also a worrying aspect. Quite

often stale food is sold and the proper hygienic requirements seldom receive due priority.

Effective public pressure can only be developed through the joint efforts of both the parents and school administrations. It is hoped that this important issue is given due consideration by both the parents and school administrations as well as the relevant government department officials, so that our children are provided with a healthy environment to study in. □

Pillage in Village

The NGO Alliance informs our readers about the struggle of the residents of Grax Village, Mauripur to save their land, earmarked for recreational development from the clutches of land grabbers.

Grax village is located at Mauripur in the close proximity of Sher Village, Tikri Village and the Misroor Base. The locality is reported to comprise 500 households having a population of 4000 people. The settlement is spread onto an area of 100 acres. The village has been named after an Englishman, Mauripur Grax, who owned the salt manufacturing factory. The local inhabitants earned their livelihood from the enterprise. The Federal Government handed over the land to Government of Sindh which in turn gave it to Goth Scheme of Sindh Chief Minister and ultimately to Department of Katchi Abadis, KMC. The area has been historically inhabited by villagers / labourers, who have been residing here since the past 300 years. As the area was brought under the jurisdiction of DKA-KMC, the leasing process was about to begin for the people who were settled in the area. There was approximately 40 acres of land which was earmarked for recreation and amenity purposes. However, the area faced extensive pressures from the land grabbers. In the recent past, the area was encroached and ultimately occupied by the land grabbers, allegat-

ly in connivance with the district administration. Leases were also granted stealthily to the illegal occupants. In a meeting with the community, the former Chief Minister of Sindh issued directives to the Commissioner of Karachi to take strict measures in this regard. The residents have lobbied together to resist the occupation. Through the press, meetings with the district officials and the members of the government, they have been trying to get rid of the land grabbers. The NGO Alliance had sent several reminders to the former Sindh Chief Minister, however, no action was taken. The Mukhtarkar Sindh Gothabad sent a note to the District and Sessions Judge Karachi (Central) stating that unlimited *Sarads* have been issued by his office through political black mailing without observing the records or following the rules. According to the CBOs concerned, the land has been sold at throwaway prices. According to the records, there are 70 households that inhabit the area. The details have been gathered by the local CBOs. □

(Nisar Hussain Baloch, Chairman, NGO Alliance)

MARINE CONSERVATION

The coastal riches of Karachi.

Overfishing and pollution are causing serious damage to Karachi's rich marine life. Syed Aziz Agha writes about Arabian Sea Sportfishing Tournament, an annual event which aims to highlight the richness of our marine resources and the need for their conservation.



Mohammad Ali (in sunglasses) with fellow anglers and his trophy catch.

The coastal waters of Karachi are very rich in marine life, where a large variety of gamefish are found. Both local and foreign anglers are deeply involved in saltwater sportfishing of Karachi's shores.

Very recently, a new angling record for Pakistan was created by angler Mohammad Ali, when he landed a Striped Marlin, that weighed in at 150 lbs (See Pic) This Fish was caught on rod and Reel in "The Arabian Sea Sportfishing Tournament" (TAS), held on the 22nd of November 1996. The tournament was organized by Agha's Sportfishing

We need to appreciate the diversity and richness of our seas and initiate steps needed to preserve this precious resource. □

Problems Of Coastal Areas

* The most widespread and serious sources of pollution are untreated sewage disposal and sedimentation from land clearing and erosion.

* Alteration of the coastal habitat, through both pollution and destruction of wetlands, mangroves and coral reefs in the name of coastal development is a serious threat, as these ecological systems act as feeding and nursery areas of marine life and also help stabilize the coastal water hydrology.

* Oil spills, and oil leaks from ships, offshore drilling platforms and dumping of agricultural waste (Pesticides, Herbicides etc) cause serious harm to the marine environment

* Plastic litter from garbage, discarded fish nets and gears causes damage to marine birds and mammals. □

Shehri needs volunteers

The various projects of Shehri are managed by its following six sub-committees:

- Anti Pollution
- Conservation & Heritage (Old Buildings)
- Media & Outreach (Newsletters)
- Legal (Illegal Buildings)
- Parks & Recreation
- Fund Raiser

Any person who wishes to help out in Shehri's ongoing and planned projects (cash / kind) should visit the Shehri Office for further information or contact the Shehri Secretariat through phone, fax or e-mail

JUNIOR SHEHRI

Protecting our environment

For our Junior Shehri page this month, two students of Nasra Secondary School, share with the readers their thoughts and concerns on the urgent need of protecting our environment.

Environment! a term which we hear now and then these days is a word which covers a vast area of thoughts, facts and realities. Environment is a complex mix of physical, chemical and biotic facts that act upon an ecological community and on an organism.

Today there is a world wide concern for the protection of the environment, but it is also an established reality that we ourselves are collectively digging our graves by producing the poison of pollution which is slowly and gradually licking our environment like a termite. It is unfortunate, that the people belonging to the modern age are deliberately causing harm, without realizing the fact, that in the process they are putting their own future in danger. So, we must ask ourselves whether we need a green earth or a dark desert? Obviously we want a green earth. So, why are we destroying this beautiful world by great atomic bomb blast experiments, by disposing nuclear waste in the oceans and creating undestroyable plastic, rubber, and other products, which are useful for human beings at the cost of the future of the world and at the cost of the survival of the new generation.

Environment affects us as much as we influence it. Earth, which is ever moving, ever changing, ever whirling through the dark vastness of space is unique in this universe. As Canby, once quoted.

"In past, we viewed the physical inanimate earth as a rigid matrix that imposed its contribution on life"

In reflection , I would like to quote these verses.

People are sick	Lets put our heads together
Children are pale	To find a solution
The air is polluted	To put to an end
And it is a sad tale	To Environmental pollution

(*Sadaf Younus , Class X B ,
Nasra Secondary School , Morning*)

Environment comprises home, public place and social place. God has made the world so big, bright and beautiful, but man is trying his best to destroy it. Environmental pollution has brought this beautiful world at the verge of destruction. Deforestation, urbanization and uncontrolled industrialization are the main causes of pollution. Unfortunately, this problem has been created by man himself. So called developed and civilized countries are directly involved in the crime of destroying the nature. Therefore it needs to be said;

'Protect your nature because it is a source of beauty'.

Poisonous gases and smoke of vehicles are also polluting our environment. These gases are also damaging the Ozone layer, which protects the earth from harmful radiations. The overuse of fertilizers or pesticides reduces the fertility of the soil. Environmental pollution not only destroys the beauty of nature, but also causes many diseases. Life expectancy is also reduced. Therefore, if further environment damage has to be prevented, money has to be invested in caring for our environment. Now, for protecting our environment, many processes have already started in a number of countries around the world. So, we as under developed countries should also take preventive measures to build a healthy environment.

(*Ghazala Shahid , Class X B ,
Nasra Secondary School , Morning*)



ASK SHEHRI

Most residents when faced with any civic problem do not know which person or organization to contact in order to solve their problem. In this column we invite the readers to share their worries with us and seek our help, which is always forthcoming - Ed.

Q. It has come to my knowledge that KMC gives out free saplings to citizens who are interested in horticultural activities. I am interested in availing of this service. Whom should I contact?

(Saima Abid, Bath Island, Karachi)

A. Get in touch with,
Director General Parks, K.M.C.,
Khialdas Park (Opp. Arambagh Thana).
Tel : 2636393

Q. In my neighbourhood, which consists of one unit houses, a high rise apartment complex is being built. What can be done to stop this illegal construction?

(Khalid Ahmed, Dhoraji Colony, Karachi)

A. First, try to collect as much documentary proof (such as a photograph) name of owners, constructor etc. by yourself. Then contact the following official at the earliest.

Chief Controller of Buildings
Civic Centre, Gulshan-e-Iqbal, Karachi.
Tel : 4936981

Q. Recently, I came to know through a newsreport that KMC was importing two incinerators, which will be used to dispose hospital waste. What is the present status of the project?

(Dr. Nadeem Rizvi, P.E.C.H.S., Karachi)

A. You could get an up-date on the project from the following official.

Director General, Technical Services, KMC
KMC Head Office, M. A. Jinnah Road, Karachi.
Tel : 7732161-9

OBITUARY

Mr. Shahbuddin Shamsuddin , an active member of Shehri , Parks & Recreation Sub- committee, died on 3rd Dec , 1996. May his soul rest in peace (Amen) . The members of Shehri, extend their heart felt condolences to the friends and family of Mr. Shamsuddin, and join them in their hour of sorrow and grief.

Shehri acknowledges the help provided by KAWWS in the compilation of the addresses and phone numbers of the various civic bodies.

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-G, Block 2, P.E.C.H.S., Karachi-75400, Pakistan.
Tel / Fax : 453-0646
e-mail/address: shehri @ shehri.a.khi.brain.net.pk

Name : _____

Tel. (Off) : _____ Tel. (Res) : _____

Address : _____

Occupation _____

SHEHRI MEMBERSHIP

Don't forget to renew your membership for 1996! Join Shehri and do your bit as a good citizen to make this city a clean, healthy and environmentally friendly place to live in!

WASTE MANAGEMENT

Composting of Zoological Garden waste

SHEHRI analysis a recent study conducted by the PCSIR, which recommends the establishment of a composting plant at the Karachi Zoological Garden.

In the composting process, which is a form of solid waste recycling, the organic materials, excluding plastics, rubber, and leather are separated from municipal solid wastes and are subjected to bacterial decomposition. The end product remaining after bacterial activities is called compost or humus. This compost can be used as a fertilizer in garden and lawns.

Humus has many characteristics which are beneficial to the soil as well as to the growing vegetation. It increases water retention capacity, improves air-water relationship of solid, and encourages extensive development of root systems of plants and trees.

Composting provides large amount of organic matter, which can be used to replace that lost every year through normal cultivation practices, and thus controls desertification. Hence, composting is a solution to both, problems of water disposal and organic matter availability.

Composting is not something which has evolved recently, in fact, it has been in practice for thousands of years. However, the technology developed, has yet to reach the mass diffusion level, at which composting could be used by the common masses, in an easy, simple and safe way.

Recently, the Pakistan Council of Scientific and Industrial Research (PCSIR) conducted a study under the supervision of Ms. Radia

Khatib, Chief Scientific Officer, PCSIR, which looked into the possibility of composting the waste of Zoological Garden, Karachi. The results of the study were extremely favourable.

It was found that two truck load of solid waste is generated daily from the garden. The waste comprises of fecal and food matter from cages, leaves, grasses, plant cuttings etc. as well as food and packaging materials disposed off by visitors to the garden. Composting can be a most viable option for managing this waste, as a major portion of the solid waste is of bio-

animals, birds and plants. Health condition, age and feed consumed by the animals also effect the rate of generation of waste and its composition. The study concluded that zoological garden waste can be effectively bio-converted into soil conditioner or Humus. However, it was felt that a detailed study is needed to in order to design an efficiently operating compost plant.

Composting is a process which unlike other solid waste management processes can be employed on a very small scale also. Household composting is encouraged in



Windrowing system of composting

many countries of the world, as composting can not only reduce garbage flow right at the source i.e. the household, it also provides a rich source of humus for gardening, lessening the need to buy chemical fertilizers to maintain lawn and garden facilities. It is felt that by setting up a demonstration

degradable nature. It contains 30 - 70% organic matter and 1-2% nitrogen. Besides the weather of Karachi (i.e. warmth and humidity) is ideally suited for bio-converting this waste into Humus/solid conditioner.

Various samples of waste were collected and processed. Some factors considered were, that the quality and quantity of waste generating from the zoological / botanical garden are subjected to seasonal variations, number and kinds of

composting (semi-pilot) unit in the Zoological Garden for developing awareness in the masses / visitors regarding waste recycling, can offer much benefits. Solid waste management is probably the most pressing civic challenge faced by Karachi city. Much of the solid waste generated in Karachi can be composted if a properly designed and efficiently managed compost plant can be established. □



ARCHITECTURAL HERITAGE

Who will save the Hyderabad Fort ?

Hyderabad Fort, the distinctive landmark of Hyderabad City is in desperate need of rehabilitation. Syed Sadaquat Ali sends out on urgent appeal to all concerned to initiate schemes aimed at preserving this important historical landmark.

Nations and countries which treasure their past, work hard for the preservation of buildings and monuments which have served as landmarks in their historical development process. Pakistan is a country which possesses a rich and diverse historical background. However, it is unfortunate that not much effort has been put into developing conservation schemes and projects for the rehabilitation and preservation of our historical sites and structures. The Hyderabad Fort, also suffers from such an apathetic attitude.

Once, the capital of Sindh, Hyderabad is now the sixth largest city of Pakistan. It is one of the oldest city of South Asia. The origins of Hyderabad city date back to pre-historic times, when

Ganjo Takar, a nearby hill tract, was used as a place of worship. The early development process of the city can be attributed to "Neroon", a Hindu ruler of this area from whom the city derived its earlier name of "Neroon-Kot".

Hyderabad Fort, the most distinctive landmark of Hyderabad city, was built by the great ruler of Sindh, Ghulam Shah Kalhora. The foundation stone of the fort bears the date. 1182 A.H (January - February 1769 A.D), and the fort was located on a plateau to give it the required strategic importance.

After having been put to several uses, the fort fell into disuse by the beginning of the present century.



Falling piece by piece ?

ry. After the formation of Pakistan, the population of Hyderabad city increased many folds. The Fort area which is now now as "Pakka Qila" was turned into a residential area. The condition of the Hyderabad Fort, thus started to deteriorate quite rapidly. Previously, the Archaeology Department of the Govt. of Sindh used to maintain the fort. However, after 1971, funding for the maintenance of the fort were stopped and the fort area is now a declared "Katchi Abadi".

Residential and commercial activities are now carried out both within and outside the premises of the fort. There is no proper sewerage or drainage system in the area, a main cause of the deteri-

orating condition of the fort. The fort, in the real sense of the word is falling piece by piece. It is indeed a sorry sight, as this magnificent structure of the past is now a mere shadow of its bygone grandeur.

It should be the responsibility of the government to initiate on an urgent basis a comprehensive conservation project for the Hyderabad Fort, in order to preserve for the coming generations this important and historic architectural heritage. It is also necessary that the local citizens and inhabitants of the fort area should assist such an effort, and should the need arise, be ready to make some hard decisions. □

(Syed Sadaquat Ali is a Civil Engineer)



Growing commercialization, a major cause of the fort's deteriorating condition