



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

January- March , 2003 Vol. 13/No. 1

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## TASMAN SPIRIT OIL SPILL CATASTROPHE: LESSONS LEARNED AND THE WAY AHEAD

The grounding of the **Tasman Spirit Oil Tanker** near the approach channel of the Karachi Harbour and the subsequent oil spill and the mishandling of this environmental disaster has brought to focus yet again the need for a comprehensive and cohesive disaster management plan for Karachi city. **Shehri-CBE** analyses the issue and calls for effective planning for meeting any future environmental emergency

A little more than two months ago, an oil tanker named Tasman Spirit ran aground near the approach channel of the Karachi port. What happened as a consequence has been termed as one of the worst environmental disaster ever faced by Karachi city.

During the past two months, much has been written about this incident, we have had numerous talks, discussions on the subject on the electronic media, and the issue has received wide coverage in terms of its causes, impacts and consequences. The blame game has started and so has the passing of the buck from one concerned organization and individual to another. The

environmental, public health and financial impacts are also being discussed with a passion and intensity probably not witnessed before in connection with any environmental issue. Lets analyse some of these circumstances that led to the grounding and subsequent mishandling of the Tasman Spirit oil spill.

The tanker apparently ran aground due to the imprudent decision of intending to bearth in falling tide with disregard to the prevailing weather conditions, particularly the high monsoon swells, strong winds and above all, the strong ebb tide due to the receding waters. For this, the ship's Master, being the owner's representative primarily responsible.



Clifton beach: Once full of beach visitors, now lies deserted

### TASMAN SPIRIT: SALIENT FEATURES

Name of vessel motor tanker	
<b>Tasman Spirit</b>	
Official number	6034 of Valletta, Malta
Year of Built	1979, Built at Onomichi Dockyard Co. Ltd. Japan
Gross Tons	45,603
Net Tons	38,281
LOA	236,85 mtr
Beam	40.04 mtr
Summer DWT	87,584 T
Summer Draught	14.226 mtr
Master	Capt. Karystinos, Dimitrios
Owner	Assimina Maritime Ltd. Exchange Bldg. Republic Street, Valletta, Malta Operator Polembros Maritime Co. Ltd. Sachtouri Str 11, 185-35 Piraeus, Greece Owners' P&I American Steamship Owners Mutual P&I Association Charterers & Pakistan National Shipping Corporation, Vessel Agents Karachi Charterers P&I Steamship Insurance Management Services Ltd. ☐



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**Contributions are welcome**

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

Views expressed herein do not necessarily express the views of the Editor/Editorial Board.

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**EDITORIAL**

**No more Tasman Spirit Fiasco Please!**

The physical and financial well being of Karachi city is at risk from a variety of man made and natural disasters. Karachi lies in an active seismic zone. The city has witnessed incidents of severe flooding in the not too distant past. Nuclear power plant, oil refineries and vast industrial zone are located within or in the vicinity of Karachi city. Traffic chaos, crime, environmental degradation, to name a few of the crisis besetting this megapolis add to the long list of potential and actual urban emergencies and contingencies faced by this city of over 12 million.

However, no civic, land owning or administrative agency operating within the city is equipped with any comprehensive emergency response, disaster management or contingencies planning mechanism. The recent oil spill disaster and its subsequent mis handling by the relevant agencies and authorities brought this seri-

ous shortcoming of urban policy, planning in sharp focus. The running aground of the Tasman Spirit oil tanker was followed by a complete lack of coordination between the concerned agencies and mishandling of the media and inhouse information dissemination process. The organizations involved were found lacking both in trained manpower and equipment, technology for dealing with such emergency situations. As there was no comprehensive or integrated disaster management planning, instead of resources being pooled, organizations were found working at cross - purposes.

What is needed is the preparation of integrated disaster management planning for Karachi city which links all the various agencies and authorities in a combined and coordinated network so that we can avoid another Tasman Spirit fiasco. □



Ecological and financial damage

KPT too, is equally guilty (*if not more*) for instructing the ship to enter port, despite being fully aware of the above circumstances.

KPT further guilty of contributory negligence for not arranging for an adequate number of assisting tugs beforehand and instructing the ship to proceed in the entrance channel, only in anticipation that *some* tugs would become free by the time the ship nears the bend.

Immediate attempts should have been made on the ship's grounding using more and stronger tugs. But this was evidently not done.

Subsequent attempts to re-float the ship too, were apparently made halfheartedly and without regard to the possibility that such reckless and uncalculated pulling by the tugs could cause further damage to the ship's bottom. This may have aggravated the ship's bottom condition and contributed towards her eventual breaking apart and the resultant oil spillage.

Apparently, little attention was given to the fact that there is high Naphtha content in this crude oil and with its presence, the friction and heat generated by the violent tearing apart and twisting of the steel plates and girders under extraordinary stresses could have resulted in a catastrophic explosion. This possibility still exists, particularly with regard to the precarious

condition of the after half portion of the ship.

Salvage operations were commenced very late and remained very slow and sluggish throughout. Only one lighterage ship *Fair Jolly* was employed despite the fact that several suitable lighterage ships were available in nearby ports.

Even barges were not employed until only recently. Had these operations been carried out efficiently and speedily, a lot more quantity of crude oil would have been saved and hence a far less quantity would have been spilled.

Normally, for such operations, the services of a Naval Architect are employed who can accurately work out the stresses on the various parts of the grounded ship's hull (*Bending Moments & Shearing Stresses*).

These calculations are imperatively taken into account when taking the decision on which cargo tank of the grounded ship should be emptied first and how? Such facilities can be provided not only by the ship's *Classification Society*, but also by the Lloyds at London who have super computers and can carry out such calculations easily. This was apparently not done.

The night before the morning when the ship started breaking into two, some *internal transfer* of the crude oil cargo or the ship's bunkers from one tank to the other was possibly attempted.

This may also have aggravated the situation (*as well as the apparently reckless sequence eventually led to the breaking apart of the tanker with the consequent heavy spillage*).

Even subsequent actions cannot be described prudent. The Salvagers were apparently more concerned with the quantity of oil they were able to off-load, in order to claim for a maximum amount of Salvage Award. So they were continuing to discharge oil from the forward half of the ship first, which is well dug into the sand and is clear of sea water in very low water (*i.e. after every six hours*).

The frequent, highly irresponsible and largely unwarranted statements (*rather miss-statements*) by the high ups of KPT as well as the Ministry of Communications, may be used not only to the prejudice of KPT itself, against a major claim for pollution, these may also be cited as the defence by the ship owners and their contractors.

Salvagers (*to the advantage of their Oil Pollution Liability Insurers!*), who are primarily responsible for causing suffering to literally millions of citizens, causing loss of livelihood to our fishermen and their families, loss of Foreign exchange to the country by exporting fish, shrimp and other sea food, loss of earnings to the poor vendors plying on the Sea View,



The salvage (I) operation in progress



## Chronology of Events: Tasman Spirit Oil Spill

Date	Time	Events
27-07-03	1:30 p.m.	The ship arrived at the outer anchorage, Karachi.
27-07-03	12:30 p.m.	The ship started entering the buoyed channel of Karachi port, on instructions by K.P.T. The KPT's Harbour Pilot was already on board. High Water time: 10:33 Hrs.
27-07-03	1:00 p.m.	The ship touched bottom, just east of the channel
	1:00 p.m.	KPT authorities and the ship captain tried to refloat the ship using the available tugs ( <i>only One at first, subsequently three</i> ), but failed due to the falling tide
	4:30 p.m.	KPT gave up further efforts for the day.
28-07-03	10:00 p.m.	Another attempt was made to re-float the ship by KPT and the Captain using five tugs this time, but to no avail. By this time, the ship's bottom had sustained extensive damage, first due to grounding and subsequently ( <i>probably</i> ) due to these re-floating attempts.
01-08-03		Another tanker of almost the same size <i>Endeavour II</i> was arranged by the ship owner to off-load the crude oil cargo from the grounded tanker. Evidently she was unsuitable for this operation due to her large size. Thus this idea was dropped after arrival of this ship at Karachi anchorage.
07-08-03	11:00 a.m.	A smaller lighter age tanker <i>Fair Jolly</i> was brought-in by the ship owners' Salvors for off-loading crude oil from the grounded tanker.
07-08-03	9:30 p.m.	Commenced lighterage of crude oil from <i>Tasman Spirit</i> using <i>Fair Jolly</i> .
08-08-03	6:30 p.m.	Completed the first round of off-loading operations and <i>Fair Jolly</i> left for the inner harbour to transfer around 6,300 Tons of crude oil into the <i>Endeavour II</i> berthed at the Oil Pier I.
09-08-03	10:00 p.m.	Second round of lighterage of crude oil from <i>Tasman Spirit</i> was commenced by <i>Fair Jolly</i> .
10-08-03	8 30 a.m.	Completed lighterage ( <i>second round</i> ); <i>Fair Jolly</i> sailed again into the inner harbour to discharge another 6,300 Tons of crude oil into the tanker <i>Endeavour II</i>
10-08-03	12:00 a.m.	Third round of lighterage of crude oil was commenced from <i>Tasman Spirit</i> into <i>Fair Jolly</i> .
	12:00 Midnight	Complete the third lighterage operation and <i>Fair Jolly</i> sent over to the inner harbour to discharge a further 6,200 Tons of crude oil into <i>Endeavour II</i> .
13-08-03	6:30 a.m.	The grounded tanker <i>Tasman Spirit</i> started breaking in two.
	18:15 a.m.	Ship's staff and all on board abandoned the grounded ship which, by then, had started leaking thousands of tons of crude oil into the sea. This spilled crude oil, with heavy Naphtha content was washed ashore towards Clifton beach. Further lighterage attempts were temporarily given up.
14-08-03	2:45 p.m.	The grounded tanker 'Tasman Spirit' eventually broke into two parts.
17-08-03		Another lighterage operation was carried out successfully from the forward part. Around 6,000 Tons of crude oil was off-loaded.
18-08-03 till date		Lighterage operations were supplemented by the use of barges by KPT, confiscated by the local barge owners.



Marine drive, Boat Basin, loss of earnings to the restaurants in the vicinity, causing severe health problems, especially to the elderly residing in the effected areas, irreparable loss to the environment, ecology and much more.

Assigning proper roles and responsibilities to the various sectors, inter and intra departmental and organizational coordination, long term vision, goals, objectives and the planning and regulating rules, procedures, laws, policy frame works and regulations needed to facilitate the objectives of sustained and people friendly urban growth are the fundamental requirements of urban management which have in our case been replaced by shabby adhocism.

When such is the case, what to talk of Disaster Management Planning for the city. However, the Tasman Spirit incident and what followed in its wake has highlighted is no uncertain terms that we can ill afford to do without one either.

There is a need for formulating some mechanism whereby all the urban land owning and management agencies can sit together and discuss options and possibilities of preparing integrated, cohesive and coordinated *Disaster Management* plans which can then hopefully be linked with the overall future master planning exercise for the city.

It is hope that in the backdrop of the Tasman Spirit case and now with lesson learned, the proper way ahead will be charted towards affectively tackling such emergencies in the future. □

## Raising some pertinent questions...

It may be mentioned that while primarily the liability lies with the ship owner, it would seem hard to justify the lethargy on the Karachi Port Trust's part in failing to take any steps themselves to remove the oil from the Oil Tanker once the ship had been grounded. We may also refer to the obligation of the Board of Trustee including its Chairman under the Karachi Port Trust Act, 1886, sub-section (f) of Section 90 of which states that:

*The Board of Trustee shall be responsible for maintaining the marine environment of the Port's limit from pollution of the sea.*

Quite clearly, a statutory obligation has been imposed on the Board of Trustees including but not limited to the Chairman of the Karachi Port Trust to insure the same, in any case to act fast to insure that the marine environment of the Karachi Harbour is not devastated.

The KPT and its Chairman have downplayed the Tasman Spirit grounding, and continue to do so, despite the fact that Karachi's coastline has been decimated. KPT has demonstrated complete insensitivity. No attempt was made by KPT or MSA (also headed by navy men and equally responsible) for trying to empty the tanker. They waited for 18 days for disaster to strike. The only salvage that took place was by private salvors.

The Chairman PNSC has also not informed the nation why they deemed it safe to bring tons of crude oil into Karachi Harbour on an aging tanker? The said tanker was bringing in much needed oil. Does it not amount to treason, or at the very least betrayal of national security when the accessibility of the channel is put to risk trapping in the entire Naval fleet.

Regarding the Pakistan National Shipping Corporation, one may question as to the NEED to charter ships in the first place. A question that needs to be asked is why does not the Pakistan National Shipping Corporation own an oil tanker of its own... Is it more profitable not to have one i.e. for Pakistan National Shipping Corporation, or its executives.

We also take this opportunity to raise the following questions:

1. Is the defence of the realm a part time affair that serving admirals are heading civilian organizations?
2. Are PNSC and KPT not important enough to demand full-time leadership?
3. Do the present leaderships have the expertise to head either PNSC or KPT, and if so, what is the criteria for heading such important commercial organizations which are the back bone of our commerce?
4. Does an inquiry conducted by a single individual Captain inspire confidence? Should not there be experts also part of the inquiry?

It is in the supreme national interest that the aforesaid questions are answered. This is far too important and crucial a matter to be jettisoned into the Arabian Sea. □

Shehri-CBE





## SHEHRI ADVOCACY

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

### Issues to be tackled by the City Government

**D**evelopment of a park at *Gutter Baghicha*, as promised by President Pervaiz Musharaf and Nazim Naimatullah Khan.

- \* Removal of encroachments on 50 acres by the UC-3 (*Jahanabad*) Nazim of SITE Town.
- \* Compliance with recent Supreme Court directive to settle, within three months, all outstanding issues in Human Rights Case No. 6-K/1993. (*see box*)
- \* Commencement of planning the layout of the park. Task may be assigned on a pro bono public basis to the Institute of Architects, Pakistan (*IAP*).
- \* Commencement of construction, including boundary walls/fences, in immediately available sections of the park.

Alongwith the lease by CDGK in 1998 of a petrol-pump plot on the 100 foot road running through the centre of *Gutter Baghicha* and the offending construction be removed.

Other leases issued within the amenity park space should also be cancelled, including, but not limited to the following:

- a) Plot 108/4 (*7.02 acres*) allotted to Ismailia Garden Cooperative Housing Society.
- b) Plots 108/2 (*35,625 sq yds*) and Plot 108/3 (*7,253 sq yds*) allotted to Safia Begum & others.

The numerous water-hydrant established in *Gutter Baghicha* by various parties, with or without the consent of CDGK, be removed.

The discharge of poisonous /untreated effluent by SITE industries into the *Gutter Baghicha* sewage system should be stopped, as this is adversely affecting the growing of vegetables, etc., using *Gutter Baghicha* waste water.

The CDGK, should undertake to prepare a master-plan for the entire *Gutter Baghicha* amenity space, and then begin construction of the public park on the areas that are immediately available. □

#### Mending the affairs of KBCA

**T**ackling of increasing illegal construction in the city. This will help reduce the number of cases that the citizens are compelled to file in the courts (*despite the Nazim's promise in 2001*) in order to protect the built environment of the city.

Taking to task corrupt KBCA officials who are

- \* colluding with the illegal builders in fresh illegal construction
- \* regularising illegal constructions in blatant violation of the applicable laws

Opening of a *Nazim's Help Desk* at KBCA to assist the citizens and professionals with their numerous problems in the building control

#### Human Rights Case No. 6-K/1993

**T**he CDGK, should recognize that the 1017 acres of *Gutter Baghicha*, the pre-Independence municipal sewerage farm located in SITE Town along the Manghopir Road, is a public amenity space.

And that this amenity space cannot be converted to industrial, commercial, or residential use, but must be used for the public welfare of the citizens of Karachi in general and the residents of the surrounding areas in particular.

Also in keeping with the commitment of the government, as expressed through the promise made by President Pervaiz Musharraf at a public gathering at Karachi 28-5-2002 to establish citizens' park on *Gutter Baghicha*, immediate steps should be taken to resolve all the related pending issues.

The CDGK should undertake constant vigilance to ensure that no further encroachment on and misuse of the amenity space is carried out at *Gutter Baghicha*.

The auction in 1993 by CDGK of industrial plots within *Gutter Baghicha* should be declared null and void, and the deposit monies of the applicants be refunded.

Also, the lease in 1993 by CDGK of 200 acres within *Gutter Baghicha* to the KMC Officers Cooperative Housing Society be cancelled. □



authority. The performance of the KBCA and the progress of various applications/cases must be monitored on a regular basis. The assistance of *Transparency International Pakistan* may be sought in this regard.

Re-opening of the *Public Information Counter* at KBCA, so that building plans and documents can be easily made available. This is the key to transparency and reduction in corruption.

Notification of an *Oversee Committee* for the KBCA, comprising of engineering/architectural professionals, concerned citizens, builders, councilors, NGOs, government officials, etc.

Similarly the leases granted over the period of 1990-94 by SITE (*in collusion with KMC/CDGK officials*) of 8.3 acres within *Gutter Baghicha* for ten industrial plots on the 200 foot road (*extension of Shahrah-e-Altaf Ali Baralvi*) would be cancelled.

### Commercialization Policy for Karachi: A triumph for citizen activism

The High Court of Sindh recently ordered the Government of Sindh to resist from initiating any actions for commercialization

#### The Court Decides....

**L**earned counsel for the respondents state that no action towards commercialization of roads alleged is being taken for the time being and no such action shall be taken till such time that the Respondent No.1, which is the competent body to deal with these matters, frames appropriate regulations/rules/bye-laws for doing so. Only thereafter, decision, if any, will be taken in accordance with the rules or bye-laws so framed.

The above statement is taken on record and the petition stands disposed of accordingly. The petitioners may, if aggrieved by any subsequent unlawful action, approach the court at appropriate time.

SD/- Sabihuddin Ahmed, Judge

SD/- S. Ali Aslam Jafri, Judge

In the High Court of Sindh C.P. No. D-515 of 200/2003

of roads in Karachi, till such time that the competent body frames appropriate regulations/rules/ bye-laws for doing so.

### A valuable suggestion from Shehri-CBE!

## Nazim's Help Desk at KBCA for the Citizens of Karachi



1. In order to facilitate access of the citizens of Karachi to the public services of the KBCA/CDGK, the Nazim will establish a Help Desk near the CCOB's office at the KBCA, 2nd floor, Civic Centre Annexe, Gulshan-e-Iqbal. This facility will report on a weekly basis directly to the City Nazim.
2. Manned during office hours Monday to Saturday, the Help Desk will provide the following services to the general public:
  - \* Monitoring citizen's access to the KBCA *Public Information Counter*, including the prompt procurement of copies of plans, documents, forms, instructions, procedures, laws, regulations, etc.
  - \* Monitoring speed to internal processing by KBCA of submitted applications, forms, plans, etc.
  - \* Registration of public complaints and tracking of follow-up actions by KBCA

The officials of the KBCA will provide immediate cooperation to the Help Desk.

3. Initially, the venture will be launched by the City Nazim in a simple ceremony where the various Town Nazims, concerned City/Town officials, professionals (*PCATP, PEC, IEP, ACEP, engineering/ architectural institutions*) and concerned citizens will be invited. The Help Desk will be publicized regularly in the press, and at the offices of the TBCO's in the eighteen Towns.
4. The Help Desk will be manned by two city government employees and public volunteers from professional and citizen groups. The desk will be equipped with two telephones, a fax, a computer, and a photocopier.
5. Progressively, all information and data on status of applications, approvals, complaints, etc. will be posted on the CDGK web-page for immediate retrieval by all citizens. □







## Chronology of Commercialization of Roads Policy

Date	E V E N T S
19-04-03	Daily DAWN reports on proposed commercial zones along six roads of Karachi, and plans for a future nine roads.
21-04-03	Shehri writes letter to 253 members of City District Council objecting to the <i>commercialization of roads</i> and detailing the drawbacks.
22-04-03	Shehri receives agenda of next day's City District Council meeting to discuss <i>commercialization of roads</i> along with MPMGO (CDGK) detailed policy document.
22-04-03	Shehri writes another letter to members of City District Council.
22-04-03	Shehri and six concerned citizens file a Constitutional Petition No. 515/03 in the High Court of Sindh against the proposed <i>commercialization of roads</i> . Case is fixed for April 25, 2003.
23-04-03	At meeting of City District Council, which notes Shehri's protests, a 21 member sub-committee is formed to thoroughly investigate the issue, and to submit report within a month.
25-04-03	Daily DAWN reports on <i>commercialization of roads challenged</i> .
03-04-03	Hearing of public interest petition comes up in the High Court, Advocate General of Sindh undertakes to organize a meeting between concerned authorities and petitioners.
03-04-03	Shehri writes to the members of Sub-committee inviting them for discussion on <i>commercialization of roads</i> .
03-05-03	Shehri writes to citizens who live near the affected roads, and requests them to write to the CDGK about the present situation of their area along with their opinion about the adverse effects of the proposed commercialization of roads, etc.
06-05-03	Meeting is held at Shehri office between the members of Sub-committee ( <i>only six attend</i> ), concerned citizens and planners/architects regarding the commercialization of roads.
09-06-03	Shehri writes to Federal Secretary, Ministry of Housing & Works, protesting the <i>commercialization of roads</i> policy that will affect the built environment on federal societies areas.
02-08-03	Meeting is held between, KBCA officials, Advocate General, and Shehri.
09-08-03	Another meeting is held between EDO (MPGO), EDO (Law) CDGK, KBCA officials, AG, and Shehri. AG agrees to organize meeting with CDGK commercialization sub-committee.
11-08-03	Shehri writes to Abdul Rashid Beg, Chairman commercialization sub-committee and requests for meeting to discuss CDGK's policy.
15-08-03	High Court disposes off Shehri's petition after the respondents inform the court that no action towards commercialization of roads is being taken for the time being, and that no such action shall be taken until the CDGK frames appropriate regulation/rules/bye-laws.



Shehri-CBE had taken the lead in preventing illegal commercialization of roads in Karachi and with the help of concerned citizens has put a halt to the immediate illegal commercialization of roads, as the Sindh High Court has upheld the arguments of concerned citizens. (see box)

We take this opportunity to thank each and everyone of the concerned citizens who helped us in this public interest litigation. □

### Hawkesbay Scheme: Citizens Beware!

Shehri-CBE would like to inform the public that Phase-2 of so-called K-28 Scheme along Hawkesbay Road has been carved out illegally by the Sindh Board of Revenue (SBOR) from Hawkesbay Scheme KDA Scheme No. 42.

The KDA Hawkesbay Scheme was notified in 1984 and includes plots alongside Hawkesbay Road. Sindh Board of Revenue under the orders of Commissioner Karachi transferred all the land under its jurisdiction in Scheme 42 to KDA in 1985. Once Sindh Board of Revenue (SBOR) had transferred all the land to KDA, layout of plots was done by the KDA Master Plan Department and subsequent balloting was also done based on the same layout by the KDA.

Now much later, SBOR cannot take back the land on either side of Hawkesbay Road to carve out its own scheme and sell it as Phase-2 of K-28. Hence the whole Phase-2 of K-28 on either side of Hawkesbay Road is illegal.

The public is therefore advised not to buy these illegal plots. □

### Freedom of Information

Can the National Reconstruction Bureau (NRB) please tackle this critical issue affecting transparency and corruption in a local government institution?

Closure of the 6-year old KBCA Public Information Counter (which used to give plans and documents to the public at nominal cost) is against the principles of the

- \* Devolution Plan Strategy
- \* Freedom of Information Act 2002

Over the past years, the Public Information Counter has facilitated the reduction of corruption in KBCA and a significant decrease in the amount of illegal construction that is ravaging the built environment of Karachi. □

We look forward to your intercession.

## SHEHRI-CBE LOSES A VALUABLE MEMBER AND THE CITY A COMMITTED CITIZEN ACTIVIST...

*Joseph Eugene, an active member of Shehri-CBE and a tireless citizen activist lost his young life in an unfortunate incident recently. The management and members of Shehri-CBE extend their deepest sorrow and grief at this unfortunate loss to the family members and friends of dear Joseph... May his soul rest in peace. Amen*

Joseph Eugene S/o, A. G. Eugene, and his brother, Shams who was visiting from Khanewal, were driving on motorcycle, KCW 558, on M. A. Jinnah Road (16-07-03) opposite Tibet Centre, heading north. A wind/rain storm started at about 2:30 and Joseph turned into Maclean Street in Preedy (commonly known as Plaza) Quarters, looking for shelter.

He halted his motorbike in front of Central Auto Stores, a spare-parts shop located on the ground floor of the G + 4 floor Farooq Mansion (formerly Madina Mansion) at Plot 37/14/PR-1 Preedy Quarters.

With a loud noise, the dilapidated parapet wall from the roof of Farooq Mansion collapsed and large piece of the brick masonry fell on the heads of Joseph and Shams, after bouncing off the overhead KESC wires. Joseph was killed instantaneously, and his brother sustained head and back injuries. Most of the debris of the collapsed wall fell on the roof of the adjacent building, which is one floor less in height.

After some time, Shams recovered consciousness and was assisted into Central Auto Stores whose proprietor Abdul Waheed (his father, Abdul Majeed, had left the shop fifteen minutes earlier) and employee, Mohammad Saeed, phoned for the ambulance (Tel: 115). In the meanwhile, a resident of a first floor flat, Fateh Sher Khan (former Chairman, KCCI Law & Order Committee, called the police (Tel: Madagar 15). The police, on arrival at the scene, were apprised of the situation by Fateh Sher Khan and an Inspector Butt, who lives nearby. They removed Joseph's damaged motorbike to the Garden P.S. (and eventually returned it to Joseph's family some days later).

Mohsin Ambulance Service took Joseph's body to the Civil Hospital, where the Medico Legal Section issued a death certificate. The body was then kept in Edhi's morgue at Sohrab Goth.

Joseph Eugene was buried at the Christian Cemetery at Khurumpura in Khanewal at his ancestral home.

Joseph Eugene (42) left behind a wife, Aneela D/o Robert (27) and two sons, Joshua (4 1/2) and Aaron Jasper (2 1/2). □





## MEETING

# Shehri Annual General Meeting

The 13th Annual General Meeting 2003 of Shehri-CBE was held at the Shehri office on Saturday June 7th, 2003 at 5:00 p.m.

The following Managing Committee members were present.

1. Mr. Khatib Ahmed  
*Chairperson*
2. Dr. Syed Raza Ali Gardezi  
*Vice Chairperson*
3. Mrs. Amber Alibhai  
*General Secretary*
4. Mr. Hanif A. Sattar  
*Treasurer*
5. Mr. Roland deSouza  
*Executive Member*

The following General Body members were present.

1. Mr. Farhan Anwar
2. Mr. Rizwan Abdullah
3. Dr. Khairvee A.M.
4. Dr. Mohammad Ismail Siddiqui
5. Mr. Salman Haroon
6. Ms. Victoria deSouza
7. Ms. Naila Ahmed
8. Mr. Maqsood Akbar
9. Mr. Derrick Dean
10. Ms. Bernadette Dean

### A G E N D A

1. To confirm the minutes of the 12th AGM which was held on 11th May 2002.
2. To adopt the Annual Report regarding the working of the society.
3. To adopt the audited Statement of Account for the period ended 31st December 2002.
4. To appoint Auditors for the year 2002 and fix their remuneration.

5. This was an election year, therefore elections were to be held after the AGM to elect a new Managing Committee.
6. Any other business with the permission of the chair.

### M E E T I N G

In the meeting, the minutes of the 12th AGM were confirmed. They were proposed by Mr. Rizwan Abdullah and seconded by Dr. Khairvee A.M.

The report was read by the Chairperson Mr. Khatib Ahmed. He elaborated upon Shehri's efforts in opposing the *Regularization Ordinance* issued by the previous Governor of Sindh, Mr. Mian Soomro which had literally handed over Karachi to the builders mafia. Mr. Ahmed also discussed in detail Shehri's struggle to save the Gutter Baghicha Park from encroachments KBCA Oversee Committee's dissolution also come under discussion and the decision was deplored.

Shehri-CBE was also coordinating with KESC for the normalization of tariffs and finalization of the Draft Bill on this matter. Another issue which was discussed by Mr. Ahmed was the commercialization of roads in the city and the participants were informed that Shehri-CBE was coordinating with local councilors for protesting against this decision of the government.

The Annual Report for the year 2003 was proposed for adoption by Mr. Rizwan Abdullah and seconded by Mr. Maqsood. The Audit Report for the year was proposed for adoption by Mr. Derrick Dean and seconded by Ms. Victoria deSouza. The Auditors remuneration was set at Rs. 5,500.

It was proposed by Mr. Rizwan Abdullah and seconded by Mr. Maqsood Akbar. The programmes/projects for year 2003 were also discussed. Apart from the projects to be undertaken in coordination with FNF, a project for the conservation of beach habitat of green turtles at Sandspit/Hawksbay (*UNDP SGP/Program*) which Shehri-CBE would carry out in the year 2003-5 was also elaborated upon.

The accounts were proposed for adoption by Derrick Dean and Victoria deSouza seconded them. The accounts were adopted.