



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

July-December , 2004 Vol. 14/No. 2

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SHEHRI FACILITATES IN THE FORMATION OF A CCB

In its continuous efforts to engage in a meaningful manner with the local government system, Shehri-CBE takes a leading role in the formation of a Citizen Community Board in Jamshed Town

The Citizen Community Board (CCB) is a requirement of the new Local Government Ordinance 2001. The objective for setting up a Citizen Community Board is to energize the local communities for development and improvement in cooperation with the local government officials. Citizen's participation in all areas of local government has become necessary and essential for the sustainability of projects and for the delivery of quality service, as well as to imbibe the true spirit of democracy in our society.

Social indicators for Paksitan are the lowest in the world i.e. education, health, population, water supply and sanitation are the main areas which need mobilization of the community and improving service and creating a sense of ownership.

Realizing the importance of this initiative taken by the government, Shehri-CBE recently facilitated in the formation of a Citizen Community Board within the jurisdiction of Jamshed Town of the City District Government Karachi (CDGK).

Zimmedar Shehri

The name of the society is *Zimmedar Shehri Citizens Community Board*.

Some of the important objectives for which the society is established are:-

- 1) To research, investigate, compile and disseminate information regarding existing laws, rules and regulations and/or contraventions thereof, or proposed legislation, pertaining to every aspect of the

Role and Functions of CCB

The institution of CCB has been created to enable the proactive elements of the society to participate in development activities

- * CCBs will be registered with the District Governments under Chapter X of the Local Government Ordinance.
- * CCBs will mobilize communities and raise funds for local development
- * Registration is valid in district of registration and shall not require renewal
- * Registration can be refused on valid grounds in writing and with 15 days notice. CCB has right of appeal to DCO within 30 days of refusal and then to Zila Council for final decision



Launching of Zimmedar Shehri

Cont: Pg 3



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4. Mr. Danish Azar Zubay (*Architect*)
5. Mr. Navaid Husain (*Architect*)
6. Barrister Zain Sheikh
7. Dr. Kaiser Bengali (*Economist*)

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.

Composed by : Printed by :
Shah Graphics Samina Printers
Tel : 660 88 22

For the printing of this newsletter

SHEHRI-CBE

acknowledges the support of
The Friedrich-Naumann
Foundation

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EDITORIAL

Transport Blues!

It is said that the state of a city's planning and management mechanisms is often reflected by its transport system. The more organized the transport system and infrastructure, healthier will be the urban environment of a city. Karachi's traffic and transport is characterized by mismanagement and chaos. Problems, though multifaceted and diversified in nature require an integrated problem solving approach, which is sadly lacking.

A city of over 12 million is not yet served by a public mass transit system. This is criminal neglect, plain and simple. The innumerable plans prepared over the last almost six decades have mostly been confined to the shelves. While no public mass transit system exists and the carrying capacity of our road network remains mostly unchanged, the roads are now flooded with private vehicles - thanks to the uncountable car lease schemes on offer and reduction in duties of motor vehicles. Measures such as flyovers (*the new fad!*) also discourage and restrict the movement of public transport.

In a well-planned city, traffic flow patterns are mostly predictable that facilitates planning for future schemes and projects. Due to the absence of a functioning Master Plan and continuous violation of zoning laws and regulations, few areas in the city can now be classified as purely commercial, residential or institutional. A locality like Gulshan-e-Iqbal, formerly a purely residential district, now houses thriving commercial centres, private businesses, government institutions, social/recreational outlets etc. As such, traffic pattern is chaotic with no discernable ebbs and flows. How can you plan amidst this chaos!

All this results in ever increasing levels of pollution, loss of time, energy and severe mental stress. This situation has reached a stage where urgent measures need to be undertaken on a war footing. Our planners and policy makers should adopt a holistic approach, take into account all the direct and indirect causes of the problem and integrate all plans and projects - instead of working at cross purposes. □



Mobilizing the citizens

environment, including but not limited to those aspects related to local/governmental representation and administration, crime control environmental pollution, community welfare, local/governmental fiscal control and taxation, health care, building contraction and control, land development and all other matters of civic concerns.

- ii) To create public awareness on issues pertaining to the creation and maintenance of a healthy and secure physical and social environment.
- iii) To provide technical assistance and guidance to local area citizen groups relating to problems of their local areas and environment.
- iv) To collect, compile and pub-

lish technical, statistical and other data and fact-sheets relating to the purposes of the society including measures devised for effective prevention and control of activities causing environmental degradation and community anxiety and unrest.

- v) To encourage, conduct, facilitate and participate in investigation, planning, development, discussions, symposia, seminars and research relating to the objects of the society and, in such connection, to organize and operate reference and research centres, consumer complaint bureaus and related organization.
- vi) To enquire into encroachment of amenity land and contravention of building laws and master plans and to provide legal assistance to citizens in this regard.
- vii) To study and make suggestions towards improving urban planning standards, master plans and to inquire into violations thereof.
- viii) To make efforts to save, protect, preserve old building and areas. □

The Founding Members

The first members of the *Managing Committee* shall be:

- | | |
|----------------------------|--------------------------|
| 1. Amber Alibhai | 14. Khatib Ahmed |
| 2. Victoria de Souza | 15. Shabbir Alibhai |
| 3. Radia Khatib | 16. Akhtar Mirza |
| 4. Shah Bano Alavi | 17. Shahid Hussain Nasim |
| 5. Fareeda Masood | 18. Masood Ali |
| 6. Khadija Zaheer | 19. Naveed Ahmed |
| 7. Azra Aqil | 20. Nasir Mehmood |
| 8. Salmania Sajjad | 21. Humayuan Ahmed |
| 9. Hasan Jamil Alavi | 22. Muhammad Saleem |
| 10. Hanif A. Sattar | Farooqui |
| 11. Syed Raza Ali Gardezi | 23. Shamim Ahmed |
| 12. Sheikh Rizwan Abdullah | 24. Arifuddin Ahmed |
| 13. Roland de Souza | 25. Tariq |

The CCBs through voluntary self help initiatives will take up

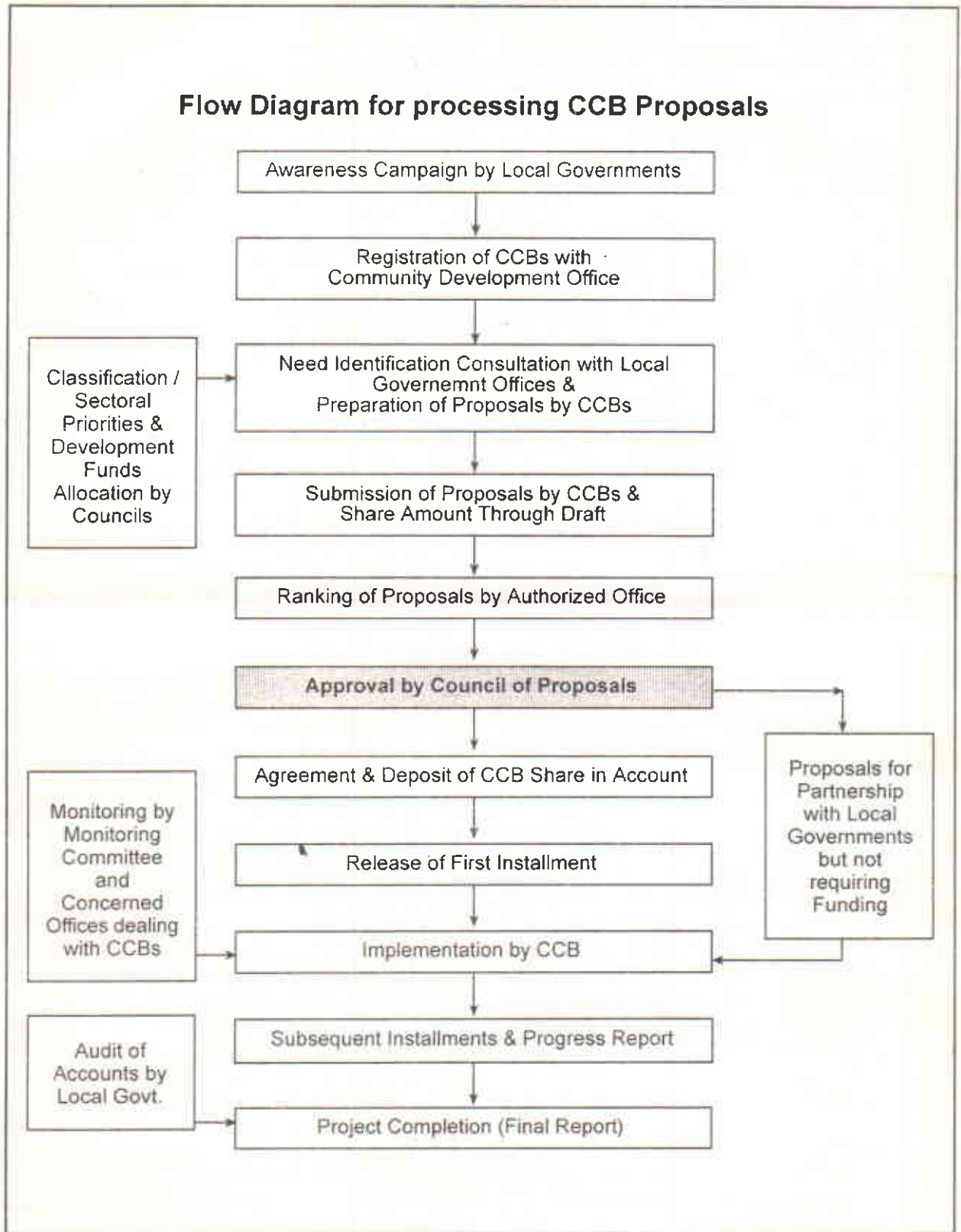
- a. Improvement of delivery of service
- b. Development and management of a new public facility
- c. Welfare of the handicapped, destitute, widows and families in extreme poverty
- d. Establishment of farming, marketing and consumer's cooperatives
- e. Identification of development and municipal needs and mobilization of resources
- f. Formation of voluntary associations such as Parent Teacher Associations, School Management Associations or Farmers or Water Users Associations; and
- g. Monitoring at the behest of the concerned Council

CCB Code of Business

- * Nonprofit Voluntary Organization
- * General body having at least 25 members
- * Office bearers elected for a two year term
- * Quarterly meetings of Executive Committee (EC)
- * Quorum - 40 percent EC and 25 percent GB
- * Chairman to preside all meetings
- * Secretary to record meetings and present annual accounts
- * GB can remove members / officers
- * Chairman and Secretary are custodian of property and assets □



Flow Diagram for processing CCB Proposals





SHEHRI ACTIVITIES

Seminar - District Government System - The First Three Years- An Assessment (Saturday, September 18th, 2004 - Hotel Regent Plaza)

A seminar was arranged by Shehri-CBE to assess the performance of the District Government System during the first

local government system. He said that the citizens should not expect that the government officials could solve everything on their own. It is

nar then asked the first speaker, **Ms. Rehana Afroze, Chairperson, Education Committee, City District Government Karachi** to make her presentation. Ms. Rehana Afroze highlighted the achievements of the government in office. These included improved health and environment facilities for citizens, education, clean water and efficient sewerage/transportation system, provision of recreational facilities, community development etc.



(L - R) Kiran Bano, Mohammad Nauman, Qadeer Beg and Farhan Anwar

three years after its establishment. Issues that were discussed, included matters related to policy and planning, administration, financial management, project implementation and citizen participation. Constraints and shortcomings were identified and achievements were highlighted.

the responsibility of the citizens to participate in an enthusiastic and meaningful manner in issues that relate to their everyday lives. He regretted that the government has recently taken some unfortunate decisions like the regularization of illegal buildings, strip commercialization of roads and other zoning regulations. He urged the citizens to do whatever they can to safeguard and protect the interests of the city.

Mr. Siddique Rathore, Nazim Union Council Liaquatabad, then offered a critical review of the performance of the government in office. He said that councilors and Chairman's of the CDGK Council committees were not taken into confidence in the policy and decision making process and instead advisors and consultants were making all the important decisions.

The welcome address was given by **Mr. Roland deSouza, Chairperson, Shehri-CBE**. Mr. De'Souza highlighted the importance of citizen's role in improving the working of

Mr. Farhan Anwar, Member Shehri and Moderator for the semi-

He said that the City Council, that represented the elected officials of the city needs to be the supreme city body whereas in actual practice it was just a rubber stamp. He also regretted the fact that Union



Roland deSouza

Rehana Afroze

Siddique Rathore



Councils have been given inadequate authority to bring about meaningful change.

Mr. Muhammad Nauman, Former Technical Advisor to Administrator KMC, gave a detailed background of the newly established District Government System. He said that due to flaws in the system, the District Governments are not totally empowered. Financial control was still with the Federal Government.



Mir Hussain Ali

The Ombudsman Department had still not been created. He said that proper devolving of line departments like KBCA is not taking place that is hindering the work of the City

Government.

Mr. Qadeer Baig, Deputy Director, NGO Resource Centre talked about the functioning of the Citizen Community Boards and identified their strong potential for bringing about positive changes in the local governance system of the country.

Ms. Kiran Bano, Environmental Engineering Department, NED University of Engineering & Technology gave an overview of the establishment of an Environmental Department in the CDGK.

She discussed the policy and management framework of the Environmental Departments of the cities of Los Angeles, Chicago and Johannesburg and gave recommendations and suggestions on the possible functioning, framework and areas of work of the Environmental Department at the CDGK. She identified some flaws in the City Government notification issued in this regard.

Mir Hussain Ali, DCO, CDGK gave the concluding address. He said that despite some shortcomings in the system, it has performed very well and the level of coordination between the elected and appointed officials of the City Government has been satisfactory.



Qadeer Beg

He said that in the absence of an effective alternative system of the *Magistracy*, problems are being faced and work is delayed. He called for uniformity in the laws of CDGK and other civic bodies such as cantonment boards. Mr. Ali criticized the practice where the City Nazim has been given the authority of writing the ACR of the DCA. He said that departments like the SKAA, KW&SB and KBCA need to be devolved in the City Government.

Mr. Farhan Anwar then opened the floor for general discussion and the participants participated enthusiastically in the discussion. Mr. Anwar then concluded the seminar and thanked all the speakers and participants for attending the session. □



A number of stakeholders participated in the seminar



Seminar - Save Gutter Baghicha Campaign (October 10, 2004-Gutter Baghicha)

An all parties conference on Gutter Baghicha on Sunday demanded that Karachi be renamed as Kolachi to restore its old glory. It also called for the safeguard of rights of natives on their ancestral land.

They criticised the policies of successive rulers for systematically demolishing the old Baloch settlements in the city by brute force.

Speakers of the conference warned the rulers to mend their ways and stop demolition of old settlements in Karachi on the pretext of development.

They also urged the government to take effective measures and make necessary laws for protecting the rights of natives and shun the policy of discrimination.

At the same time, they expressed deep concern over the fate of the Gutter Baghicha project, saying that despite the fact that President Musharraf had announced on April 28 last that a national park would be built on the site, no step had been taken for its construction yet.



Concerned Citizens

They said a major part of the project, which was once a green land in the locality, had now been occupied by land mafia in collaboration with the government agencies.

The speakers said the area of the Gutter Baghicha once comprised 1,017 acres, but the open space now left was only 480 acres.

They urged the Sindh and the city governments to execute the national park project as announced by the President in his April 28 speech.

They maintained that the people of these areas had always been deprived of the fruits of development and continued to suffer due to lack of modern facilities.

The conference was called by the

newly-established NGO Baloch Rights Council, Karachi with the cooperation of the Shehri. It was addressed by prominent Baloch intellectual and Chairman BRC Yusuf Naskand, PPP MPA Rafiq Engineer, leader Baloch National Party Ghulam Mohammad Baloch, Rauf Sasuli (JWP),

Salim Saleh Buzdar (PPP-SB), Hashim Khoso (JSM), S.M Altaf (Muzdoor-Kisan) besides others.

The speakers vowed that they would continue their struggle for immediate execution of work on the Gutter Baghicha project and removal of all sorts of encroachments from the project site.

A resolution called for scrapping the cooperative housing scheme reserved for the officers of the defunct KMC Officers and urged the government not to launch any housing scheme on the project site.

However, the meeting suggested that surplus land at the project site should be reserved for the rehabilitation of displaced persons of the Lyari expressway project. □



A number of eminent speakers participated in the seminar



Seminar - Global City Karachi (Friday, December 3, 2004)

Politicians and intellectuals gathered at the seminar urged the government to prepare Karachi's Master Plan without any further delay. They emphasised the importance of portraying positive image of the city besides underlining need for making concerted efforts especially in the cultural sphere to make Karachi a truly global city.

Former Federal Minister, Javed Jabbar highlighted negative and positive aspects of the city. He pointed out that low living standards, lack of efficient transport system, limited choice of entertainment and lawlessness indicated backwardness of the city. However, he added, there were many aspects of the city which were truly global. In this regard, he cited diversity, connection with global network of media and capacity of some people to compete globally.

He said that the city was suffering from what he called transformation crisis. He said global cities of developed world also suffered from this phenomenon in 20th century when decay of inner city occurred due to migration of the poor people to the cities. Referring writings of novelist, Charles Dickens, he said exploitation of the poor child existed in London.

He suggested direct election of City Nazim on pattern of London and New York. He said there was need for

reducing jurisdiction of Karachi in order to avoid clash between different stakeholders such as Cantonment, DHA, KPT etc. He said enforcement of law was imperative in portraying good image of the city. He claimed that Motorway police was acting impartially for enforcement of law, a model to be followed. He urged integration of rural urban areas of the city besides investment in physical infrastructure.

Noman Ahmed, Chairman, Department of Architecture & Planning, NED University, said globalisation has brought about many changes in the development pattern of Karachi. Overwhelming rise of a nascent market economy, lack of state subsidies for the vulnerable people and communication revolution are some of the changes brought by the globalization process, he said

He said the globalisation also carries threats of social injustice to vulnerable people, loss of cultural and environmental assets and complete domination of non locals in decision making. He regretted that Karachi is portrayed as a notorious hideout of terrorists due to which foreigners usually consider it as a high risk city.

He suggested conscious increase in the number and scale of cultural

events to dispel image of terrorism. He also underlined the need of creating institutional mechanisms to streamline the inputs of willing stakeholders in development work such as businessmen, industrialists, philanthropists and mobilized interest groups.



(L-R) Farhan Anwar, Noman Ahmed, Qasim Parekh, Huma Baqai

Huma Baqai, a Lecturer at the Department of International Relations at Karachi University, said that Karachi has an undisputed place with reference to economy with a contribution of around 40 percent of the country's total revenue. She claimed that 50pc of Pakistani's University graduates are residing in the city. Literacy rate of men is 65 per cent while it is also the largest urban women workforce.

Ahmed Qasim Parekh, Nazim, Jamshed Town, Karachi said that he was confident that the citizens of the city had the talent and enterprise to compete with anyone in the world.

Farhan Anwar, Member, Shehri, said Karachi has potential of emerging global city but political instability, bad governance, poverty and technological backwardness stand in the way. □



(L-R) Farhan Anwar, Javed Jabbar

The Participants

SHEHRI ADVOCACY

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

Success of Citizen Activism - The City School Fiasco

Residents of Hall Road in PECHS were extremely disturbed when news came about the prospects of an illegal school branch of the *City School* network opening in their area. The residents were both angered and aroused. *Is this what the City School teaches its students?* asked an angry housewife.

The said plot (Plot 144/P/2-PECHS) has an interesting background of illegal handovers. The PECHS lessee of this plot on Hall Road, Mian Sajjad Amir Ahmed, had left the city owing to the growing law and order situation in Karachi.

In 1998, he unlawfully rented his residential premises to *Organon International* for a commercial office for a 10-year period. The neighbors and residents of the area conducted a protest campaign with the principals of *Organon International* in Holland, and some time later the company cut short their tenancy and moved away.

The area residents had now learnt that Mian Sajjad Amir Ahmed subsequently entered into a rental agreement with

a commercial venture, *City School*, that has numerous branches and their regional office established on residential plots in Karachi. When a local housewife objected to Sabir Qureshi, Administration Officer of the school, he stated that the institution would go ahead as they had signed an agreement and the neighbors could do whatever they thought best.



the school principals and government authorities; none takes notice to the indiscipline or the brazen violation of the law.



Conversion of land-use is prohibited under law - but then, who cares about the law in Karachi. According to the *Karachi Building & Town Planning Regulations 2002*, a window of opportunity was given to schools as follows: Regulation 18-4.2.8. "Residential plot within a residential neighborhood can be allowed to be used for education

by the MP&ECD after inviting public objection from immediate neighborhood, in consultation with Transport Department." No such public objections had been invited in the present case.

The residents filed a Suit No. 1249/2004 in the Hon'ble High of Sindh and obtained a stay before the college could open on 1st November 2004. A relentless public campaign ensued, with the result that the *City School* administration were forced to withdraw and vacate the premises. Three cheers for citizen activism! □

The schools have introduced chaos and mayhem into formerly peaceful residential neighbourhood, and despite complaints to





KPT's proposed World Class Leisure Club

We request the concerned authorities to make public copies of the guidelines for the proposed *Port Club*, to be established on 13,000 m² of *prime land* at Mai Kolachi.

Our objections to the proposed World Class Leisure Club are as follows:

- KPT must concentrate and improve on its core business - the operation of Karachi Port. The Senate has confirmed this.
- Land in KPT jurisdiction is meant for development of port facilities, not for housing, clubs etc.
- A *World Class Leisure Club* can cater to the elite and wealthy: 99.99% of citizens will not benefit. Does this come in the mandate of a federal government agency?
- What are the environmental impacts of the club project? Have the 13,000 m² of land been reclaimed from the sea?

We look forward to an early response in the interest of the citizens of Karachi. □

Environmentally degrading Oak Tower commercial plot (Plot 1/Ry-10 Railway Quarter, M. T. Khan Road)

We object to the proposed Oak Tower Commercial Project on the following basis:

The plot was planned for residential bungalows. We understand that it was unlawfully commercialized by KMC in 1978-80 (*without technical justification studies, without inviting/considering public objections, without Master Plan approval*) but the commercialization was cancelled by the government in 1987. M. T. Khan Road is not on the list of roads eligible for commercialization.

Such change of land-use (*bungalow to flat-site*) and over-building will damage the environment. Enhanced utilities and infrastructure have not been provided in the area, and the existing situation is pretty grim.

The plot is affected by a 140 feet cut off line for the widening of Moulvi Tamizuddin Khan Road. Has this been taken into account by setting back the boundary of the project by 60 feet? The COS required is in addition to this setback for road-widening.

Traffic congestion at the foot of the bridge (*which has also to be widened from its present one-lane each way status*) is already severe. More parking and traffic generated by such a project cannot be tolerated.

Please have mercy on the citizens of Karachi! □

Traffic problems of the city

We draw the attention of the concerned officials to three issues:

1. The over-crowding and densification of the city by KBCA and Cantonment Boards, who have allowed the construction of illegal/over-sized buildings in their jurisdiction.
2. Non provision or unlawful conversion of mandatory parking spaces in multi-storied buildings.
3. Inadequate parking and loading/unloading spaces being approved by KBCA, because they do not properly implement *Building Regulation 24 of 2002* properly, including:
 - a) *Regulation 24-3*, which requires a detailed parking layout plan to be prepared for each building
 - b) *Regulation 24-3*, which requires a minimum of two car-lifts (*we believe that the car-lifts system*

should be discouraged completely).

KCB, because they do not properly implement *Building Bye-Law No. 135* with the provision of parking and 5 meter x 10 meter loading/unloading spaces.

Many governors, chief ministers, mayors, city administrators, traffic police officials, and citizen committees have paid hypocritical lip-service to the cause of improved traffic in Karachi - but have not had the courage to tackle some of the basic and difficult issues and the situation worsens every day!

Saving the Turtles

A meeting was held on Sunday, September 26, 2004 at 3.00 pm at Hut# S-88, Turtle Lab, Sindh Wildlife Department, with the Hut Owners to identify a framework for Environmental Stewardship (*project - Helping the Turtles Survive*). The following agenda was discussed.

Agenda

1. Introduction of projects and activities for turtle/habitat conservation at Sandspit/Hawksbay beaches
2. Determining the role of Hut Owners as Environmental Stewards for the protection of turtles and their habitat
3. Any other business

The opening remarks were shared between Dr. Ejaz Ahmad of WWF Pakistan and Ms. Naila Ahmed of Shehri-CBE. They briefed the participants on the agenda for discussion and requested them for their enthusiastic participation. In the discussion forum arranged jointly by Shehri-CBE, the Sindh Wildlife Department and WWF Pakistan.

Ms. Naila Ahmed, Moderator for the discussion then invited Dr. Fehmida Firdous, Turtle Conservator of the



Sindh Wildlife Department to speak to the participants about the program of the Sindh Wildlife Department.

Dr.Firdous informed the participants about the various threats faced by the nesting turtles and how the visitors to the beaches could contribute to the protection of the turtle habitat. She said that the program of the Sindh Wildlife Department deals with the documentation of the turtles visiting the Sandspit/Hawksbay beaches.

The number of turtles coming to the beaches, the number of eggs they lay and the number of hatchlings that hatch are all counted. The turtles are also tagged to monitor their movement and breeding patterns.

To provide protection to the eggs and the new born turtles, the Sindh Wildlife Department has constructed three hatcheries on the beaches where the eggs are placed in protective cages. Dr.Firdous also asked the participants to help the Department in its efforts to save the turtles and their habitat.

Ms.Naila Ahmed then asked Mr.Farhan Anwar, Coordinator of the project, Helping the turtles survive to speak about the project. Mr.Anwar said that the project Helping the Turtles Survive was not in any way aimed at duplicating the efforts of the Sindh Wildlife Department and WWF Pakistan. On the contrary, it had been designed to supplement the ongoing programs.

An effort was being made in the project to prepare a Habitat Management Plan for the turtle habitat in the project area. The Hut Owners had been identified to play the role of Environmental Stewards since they were the people who had acquired space on the turtle habitat and bore a major

responsibility for protecting the sensitive habitat.

In order to facilitate their role as Environmental Stewards, the project team had developed an interactive training program for the Hut Chowkidars who were present on the beaches most of the time and were in the best position to contribute positively to turtle conservation efforts.

Mr. Anwar also informed the participants that contact has been established with the City Government and KPT for seeking some amendments in the Hut Lease Deeds so that the sensitive ecological nature of the beaches could be acknowledged. The participants requested to be involved in the process. Mr. Anwar then asked the participants to nominate their Hut Chowkidars for participation in the Training Program.

Ms.Naila Ahmed then opened the floor for general discussion. Some participants felt that it was mainly the responsibility of the City Government and KPT to protect the habitat. In this regard it was pointed out that recently the City Government had raised the charges for using the huts to Rs.25,000/- a year without any improvement in the facilities/utilities provided to the Hut Lessees.

The participants also felt that they were quite responsible in the use of the beaches while people who made unauthorized use of their huts were mainly responsible for the pollution

on the beaches.

Some skepticism was raised about the use of Hut Chowkidars for the protection of the beaches as the participants felt that they themselves were mostly responsible for taking people to see the nesting turdes and disturbing the nesting process. The Chowkidars also allowed unauthorized use of the Huts.

It was suggested that private garbage collectors should be engaged for clearing the garbage on the beaches, as the City Government cannot be relied upon for efficient service. The participants however appreciated the efforts of the conservation groups and also ensured that they would fully cooperate in efforts to protect and conserve the turtle habitat.

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Ms.Naila Ahmed then thanked the participants for attending the discussion and offering their valuable input. □

PARTICIPANTS TO THE DISCUSSION

Name	Hut #	Name	Hut #
Mr. Bashir M. Vohra	102-A	Mr. S.U. Ouraishi	80
Mr. Ashraf Lakhani	101-A	Mr. Saeed Amiad Ali	80-S
Mr. Abdul Oadir	59	Mr. Abdul Ghani - Local Res.	
Mr. Aqeel Merchant	106-A	Mr. Mahmood Maulvi	97
Maj. Abdul Qadir	52-N	Mr. Altaf Agha	109-N
Mr. Dilawar Agha	92-N	Mr. Yousuf Karamally	103-N
Mr. Abrar Moorai	105-N	Mr. M. Jamil & Shahida Tamil	96
Mr. Taria Dawood	19 - I	Mr. S.A. Hadi	101-N
Mr.&Mrs. Mehdi Chagla	89	Mr. Feroz Afaa Ahmed Khan	18
Mr. & Mrs. Adamiee	126-N		

COMMENTS

The District Government System - An assessment of the first three years

As the three years tenure of the present local government reaches completion, Roland de'Souza analyses the achievements and failures and stresses the importance of active citizen participation for bringing about positive changes.

We Pakistanis tend to be eternal optimists. Whenever there is a change in government or administrative system, we initially believe that the new order is going to be better than the previous one.

Yet we personally remain the same kind of people that we always were. We only expect others, especially the ones in power, to transform themselves, while we cling to our old ways of living, working, and interacting. Do we actually believe that if everyone were to behave like we presently do, the world would be a better place? Be honest. Are we the model citizens, the speakers of the truth, the hard-working, law-abiding residents who will transfigure Karachi into the city of our dreams?

It is not only the Nazims, the city or union councils, or the DCOs, or the TMOs, or their teams that are responsible for the problems that we see around us, and for their solutions. Each one of us has a distinct and important role to play in refining the quality of life for our fellow citizens and ourselves.

We will have to confess, rather shamefacedly, that we have not been pulling our weight. We have been selfish. We have ignored the needs of others, and, consequently, have not even been effectively able to address our own needs and dreams.

Over 50% of the city's population lives in katchi-abadis, a mute testimony to the abject failure of the formal systems of city planning to cater to the basic human right of the vast majority of citizens. This proportion

of the deprived and their absolute numbers are increasing as the population swells by 1,400 persons, or 230 households, every day (*half-a-million million annually*). We do virtually nothing to pro actively cater to this poor majority of our city.

On the other hand, we ~~are~~ deliberately destroying (*or apathetically allowing others to destroy*) the fine town-planning that was the hallmark of this Karachi City during the first thirty years of its life as the predominant urban area of Pakistan.

In the recent past, the government has taken four measures that critically affect the built environment of Karachi:

- 1) *Regularization* of thousands of illegal buildings, including unlawful conversion of land-use
- 2) Strip *commercialization* of 19 roads, allowing up to ten times the originally planned amount of construction on front-line residential plots
- 3) *Regularization* of illegal allotments, conversions and exchanges of land
- 4) Approval of building plans in great excess of what is permitted by zoning regulations and land-

grant conditions.

All of these procedures are being carried out without the obligatory town-planning studies and without providing the enhanced utilities and infrastructure required. Do we actually believe that such short term, ad hoc strategies will bring about an improvement in the quality of life for our fellow citizens?

We must asked ourselves, if there is something that we could change or improve, if there is some time we could give to the development of our neighbourhood, our union council jurisdiction, our town, our city district - let us not wait. Let us show that we care, that we realize that without

the active participation of all citizens, no governance system can be successful.

And whenever you get discouraged, remember the inspiring words of the famous anthropologist, Margaret Mead:

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

Roland de'Souza
is Chairperson, Shehri-CBE.



VIEWPOINT

Cantonment areas in Karachi - Issues and concerns

In this Special Report, Shehri-CBE discusses some of the important issues and concerns that relate with the management and administration of the Cantonment areas in Karachi and their relevance with the overall planning, development and management of Karachi city.

Shehri supports the viewpoint of the Senate Standing Committee (Defence & Defence Production), that:

cantonments, which have over the years been surrounded by large civilian population, should be shifted under a phased programme to areas away from the big cities so that training and other professional activities of the defence forces were carried out uninterrupted.

In this regard, a number of usefull recommendations were made in the Karachi Development Plan 1974-1985 (see box 1) prepared thirty years ago. Virtually nothing has been done to implement these sensible recommendations that major cantonments and other defence lands in Karachi be converted to urban use.

In fact, the opposite is true: more land in the city is being taken under cantonment jurisdiction or being transformed into housing for army personnel. This is engendering increasing resentment among the citizens of Pakistan.

An additional problem for Karachi's built environment is that residential bungalow plots in Karachi Cantonment are being arbitrarily converted into multi-stored commercial/residential plazas. This results in severe environmental degradation of the areas (see box 2).

We request the Senate Standing Committee (Defence & Defence Production) to expeditiously tackle these issues that are critical to the sustainable development of Karachi, a city whose population is expected to exceed 20 million by 2015. We would be pleased to assist in any way we can. □

Box # 1

Master Plan (1974-85)

Recommendations: Still Relevant?

The Cantonments and Defence Lands, when they were established in 1940 were expected: to be well outside the urbanizable area. They now lie in the heart of the metropolis and in the path of its growth to the west, northeast and the southeast. The 29,000 acres of cantonments and other lands under defence control could accommodate approximately 2,250,000 population, plus industry and other urban uses, at the gross urban density of 80 persons per acre proposed for new growth between 1974 and 1985.

The present locations are vulnerable from coastal attack. They constitute a serious hazard for the civilian populations that have developed around them.

Karachi Cantonment has been completely surrounded by civilian population and is in the very heart of the City. It cannot be treated as a separate entity for planning and development. No comprehensive planning and development is possible as long as Karachi Cantonment remains as an island in the City. Major metropolitan road networks and land uses have to be linked across the Cantonment area.

The: Drigh Road Pakistan Air Force area, is now completely surrounded by civilian urban development. A large area (about 700 acres) in the northern part of the Drigh Road Cantonment is wholly unutilized.

Malir Cantonment is already very extensive and is greatly underutilized. The proposed extension of this Cantonment toward the west would adversely affect Scheme 33, which is the only major area for the expansion of the city to the northeast.

The Mauripur defence area is blocking the westward expansion of the City toward Hawkes Bay. The proposed expansion of Mauripur across: the Hub Chauki road in the Baldia area is highly undesirable as it would pre-empt a large part of the the good residential area near S.I.T.E, which is a major employment centre.

Objective

The following objectives are recommended for defence lands:

- (a) To establish essential new defence areas in the Karachi Metropolitan Region in locations that are strategically secure and

Cont. Pg 14



Box # 2

Environmental Concerns

1. Among the violations of the law and the building codes are the following:
 - Residential plots converted from Cantonment Old Grant *residential* to *commercial*, and plot-ratio increased from 1: 0.5 to 1: 6 (e.g., in KCB jurisdiction) without a town-planning exercise, including
 - Inviting and considering public objections to conversion
 - Making provisions for enhanced infrastructure /amenities
2. The net result of such kind of illegal over-construction of provision for enhanced infrastructure and amenities, including:
 - Water, sewerage, electricity, gas, garbage collection
 - Adequate roads and parking facilities
 - Appropriate number of schools, colleges, libraries, police stations, community buildings, government structures, etc
 - Parks, playgrounds and open spaces are overcrowding, load-shedding, over-flowing sewerage, traffic jams, parking chaos, schools in residences, police stations on green belts, offices in bungalows, children playing cricket on the roads, and similar symptoms of a city in decay. □

well serviced and that do not constitute hazards for the civilian population.

- (b) To convert the cantonments and defence lands in or near existing and foreseeable urban areas in the Region that are not essential for defence purposes to normal urban uses.

The Programme for 1974-1985

It is essential to plan for a phased conversion of cantonments and other defence lands to normal urban use.

The military areas have a very high potential land value in urban use. Assuming only 50 percent of their total area to be marketable and with conservative assumptions concerning land values (*Pak Rs.100 per square yard for Karachi Cantonment and the Drigh Road PAF area and Pak Rs.20 per square yard for Masroor Air Base and Malir Cantonment*), the total market value of Karachi Cantonment, the Drigh Road PAF area, Masroor Air Base and Malir Cantonment would be approximately Pak Rs. 294 crores.

A long-term plan should be established for converting the major cantonments and other defence lands into, urban use.

Immediate Action

1. *Conversion of defence areas for urban use*

To convert the cantonments and defence lands in or near existing Collaboration should be initiated between the defence authorities and the Master Plan Department in planning the conversion of the Karachi Cantonment area by 1985, (*already begun through the working group established for the Jacob-Lines project*); similar collaboration should be undertaken to prepare for the conversion of Masroor Air Base and the Drigh Road PAF area shortly after 1985. Included in the latter is the designation of the right-of way for the proposed extension of Rashid Minhas Road across the Malir River into Korangi and the finalization of a schedule for the construction of this extension.

2. *Defence areas policy*

A policy should be established to avoid creating major new defence areas or extensions to existing areas in or near existing or foreseeable urban areas in the Region; included in this should be a decision not to extend Malir Cantonment or the area under the control of the Karachi Cantonment Board. □



URBAN ISSUES

Urban growth without planning

Shehri-CBE identifies some critical issues related with the planning, management and regulation of urban growth in Karachi and the role various agencies and authorities need to play in promoting sustainable long term growth in the city.

The issues of town-planning and building control are separate, but inter-related, disciplines in the field management and control of the urban built environment health and safety of the public.

Town-planning deals with the layout and sub-division of raw land, classification of land-uses (*residential, flatsites, commercial, industrial, amenity, etc*), planning of the size/bulks of buildings (*through plot-ratios/floor- I area-ratios (FAR), height restrictions, building footprints, etc*), establishing population densities in various sections, planning the related utilities (*electricity, water, sewerage, etc*), amenities (*schools, parks, playgrounds, hospitals/clinics, police-stations, theatres, etc*) and infrastructure (roads, traffic, parking, garbage collection, etc).

When an area-development scheme has been planned and notified in the official gazette, the town planning conditions are codified in the form of zoning regulations and land-grant conditions. Plot-leases are issued on the basis of such town-planning /zoning/landgrant conditions.

Building control deals with the safe and correct construction of various types of structures/buildings, structural and fire-safety for occupancies, licensing of related professionals, procedures for building plan approval/supervision/completion, etc.

All buildings have to be designed, approved and constructed in accor-

dance with the applicable town-planning/zoning regulations and the lease conditions of the plot.

The technical professionals dealing with these two disciplines are distinct and separate: town-planning is carried out by town-planners, and building control is done by architects and engineers.

The statutory government bodies dealing with these two disciplines are also separate: town planning is done by the Town Planning Department of the Government of Sindh and by the Master Plan Group of Offices of the CDGK, and building control is done by the KBCA and Cantonment offices.

Some of the relevant town-planning/zoning laws and related rules/regulations applicable in the city of Karachi include the following:

- a) Sindh Town Planning Act, 1915
- b) KDA Order No 5, 1957
- c) KDA Zoning Regulations 1972
- d) Conditions of sale of land in various quarters 1935
- e) KMC Rules 1947.

Out of the above, the plot lease/land-grant conditions of various land lessors (*Sindh Board of Revenue, Karachi Development Authority, Karachi Municipal Corporation, Federal Government Societies, etc*), specifying, among other conditions, a designated land use, a designated number of floors on a designated fraction of the plot, or a designated

plot-ratio/floor-area-ratio (*FAR*), with designated compulsory open spaces (*COS*).

The relevant building control acts and regulations that were and are applicable in the city of Karachi include the following:

- a) Sindh Building Control Ordinance, 1979
- b) Karachi Building & Town Planning Regulations, 1979
- c) Karachi Building & Town Planning Regulations, 2002
- d) KMC Building Control Bye-Laws 1975
- e) KMC Building Rules 1933

There exists an anomaly in the fact that the Regulations 1979 and the Regulations 2002 (*both of which also contain town planning rules, although the Regulations 2002 had two parts: Part-I for 'Building Regulations' and Part-II for 'Town Planning Regulations'*) have been notified under the Sindh Building Control Ordinance 1979 (*which is a building control legislation, not a town-planning legislation*). Interestingly, the earlier building bye-laws did not contain any town planning regulations.

The building bye-laws follow from and implement the requirements of the town-planning laws and land-grant conditions.

It is patently obvious that the building bye-laws cannot over-ride, supersede or contravene the town-planning or land-grant/lease condi-



tions of a plot in a sanctioned area development scheme.

Such arbitrary superseding would lead to chaos. In the built environment, as the available utilities, amenities and infrastructure would become inadequate and would be over-loaded. The Regulations 1979 (*Part-II, Schedule-G, page 72*) clearly states:

The plot ratio shall be applied in accordance with the requirements of this section and the use zones defined in Plot-ratio Plan... provided that provisions of plot ratio do not contravene the provisions of the land grant conditions of the plot and in such cases, land grant conditions shall prevail unless otherwise amended. (Emphasis added)

A similar provision was also included in the draft of the Regulations 2002 that was finally approved by the KDA Governing Body and sent to the Government of Sindh. It reads:

If and whenever these Regulations contravene the provisions of the inherent land grant conditions of plot, as per Building & Town-Planning Regulations 2001 the approval of building plan shall be in accordance with land grant conditions of the plot.

For reasons best known to them, the Law Department eliminated this

clause in the final Regulations 2002 that was notified on 4-4-2002. However, the principle enunciated above holds true whether or not it is so noted in the Regulations 2002.

Both the Regulations 1979 and Regulations 2002 have specified enhanced plot-ratios/floor-area-ratios (*FAR*) that exceed the extent of construction (*bulk of the buildings*) allowed by the original zoning

No town-planning studies or exercise, as required under applicable laws, were undertaken before increasing the bulks of buildings, nor, have any enhanced provisions been made for utilities, amenities and infrastructure in the schemes. All of this is in violation of law.

regulations/land-grant conditions of various land lessors. These regulations have specified increased building footprints, increased heights/floors, reduced compulsory open spaces, and the like.

No town-planning studies or exercise, as required under applicable laws, were undertaken before increasing the bulks of buildings, nor, have any enhanced provisions been made for utilities, amenities and infrastructure in the schemes. All of this is in violation of law.

Citizens objections to such ad hoc building regulations that are in violation of town-planning schemes were registered with the KBCA. Additionally, a number of resolutions were passed by the KBCA Overseer Committee established under Section 4-B of the SBCO 1979, reminding the KBCA that the land-grant conditions take precedence over the building regulations.

Interestingly enough, the appendices to both the Regulations 1979 and

Regulations 2002 list the various scheme plans incorporating area-standards, and include the lease/tenure conditions in these lists. Thus, there exists much confusion and contradiction in Regulations 2002.

Consequently, the KBCA is proceeding to violate the town planning and land-grant conditions of various land-lessors, and is approving the plans of buildings to a size far greater, than that allowed under law and to a size that is far greater than the local environment can sustain.

This is happening in all areas, including the pre-Independence Quarters of Karachi (*Civil Lines, Serai, Garden, Jamshed, Saddar, Clifton, Old "Town, etc*), in the Federal Societies schemes (*PECHS, SMCHS, KCHS Union, etc*) and in the KDA Schemes (*Clifton/Kehkeshan, Gulshan-e-Iqbal, Gulistan-e-Jauhar, Nazimabad, North Nazimabad, North Karachi, etc*).

Such *over-building* and *over-crowding*, which the city fathers of pre-Independence Karachi had the foresight to legislate against in the KMC Rules 1947 will quickly destroy whatever is left of this beleaguered city of Karachi. As given in these KMC Rules 1947, the Sindh government in 1934 stated that:

Provided that whenever plots in any development area are to be leased, the Corporation will first sanction the schemes for conservancy, water pipes, lighting and roads and make a programme of the same and get it sanctioned. (Emphasis added)

This point of view has been reinforced by the Supreme Court. It has been held that:



... deviation from the planned scheme will naturally result in discomfort and inconvenience to others and that:

... the Government or Authority is under obligation to keep in view the quantum of water, electricity, gas and sewerage lines, streets and roads etc. available in the locality involved and efforts should be made to allow minimum floors so that the same may cause less inconvenience and discomfort to the inhabitants of the locality involved.

The fundamental right to life of the citizens, as enshrined in Articles 8, 9, 14, 23, 24 and 25 of the Constitution, is being violated in as much the quality of the inhabitants of the residential areas of Karachi becoming progressively worse (in fact, miserable) with:

- a) deteriorating electricity and water supply due to unplanned overloading of the systems.
- b) overflowing sewage on the roads
- c) inadequate parks and playing spaces for children
- d) inadequate amenity/ community/social facilities, like schools, colleges, marriage halls, etc.
- e) traffic jams and parking problems
- f) commercial activity and shops in formerly peaceful residential

neighborhoods

- g) noise and air pollution
- h) law and order, security, crime and other social problems
- i) breakdown in municipal services, e.g., garbage collection, repair of roads, burning of refuse, etc.

We must take a sane and long-term view of the issues involved. Urban renewal and re-planning of Karachi has become critical for the burgeoning population of this city. Before any change or intensification of land use or modification of notified area development schemes is undertaken, the corresponding infrastructure, utilities and amenities must be beefed up.

These problems are caused and exacerbated by the illegal and unplanned increase in population densities in the residential and commercial areas of Karachi, by the construction of multi-storeyed flats, shops, offices, and commercial establishments in residential neighborhoods, by the arbitrary increase in the number of housing units in a planned scheme, by the construction of illegal multi-storeys on plots leased for residential bungalows, and also by blatant violation of approved plans.

All of us are aware of these problems and are exposed to their adverse effects in the places we live, work and travel.

We must take a sane and long-term view of the issues involved. Urban renewal and re-planning of Karachi has become critical for the burgeoning population of this city. Before any change or intensification of land use or modification of notified area development schemes is undertaken, the corresponding infrastructure, utilities and amenities must be beefed up.

Quick-fix (and unlawful) solutions, like trying to modify town-planning

schemes through arbitrary /unplanned building regulations, cannot be employed. We must not leave a beggared legacy for our children and future generations. □

A STEP IN THE RIGHT DIRECTION!

The allegations, pointed out by Shehri-CBE against KBCA were taken up by our Regional Bureau at Karachi with the KBCA. Resultantly, on pointation of Shehri-CBE, an inquiry was initiated by KBCA into two building projects of Karachi namely Gem House & Parsa Heaven. The officers involved have been identified by KBCA and a loss of Rs. 7.28 million to the Government has been established. A time of one month was given to the officers involved to either subscribe the difference of payable amount or recover or jointly pool the payable amount or recover or jointly pool the payable amount, failing which action to the extent or removal from service would be imposed. KBCA has also asked the concerned Builders to deposit the outstanding balance amount of composition fee in respect of the regularization plans of the said buildings, failing which their regularization would be cancelled & completion certificate withdrawn. The Builders have filed suits in Sindh High Court against KBCA's action and the High Court has stayed proceeding of any coercive action by KBCA against the builders. KBCA is presently proceeding against its concerned officials for failure on their part of comply with the decision reached with them. □

National Accountability Bureau, Government of Pakistan (December 2004)



GLOBALIZATION

Karachi: A global city!

Noman Ahmed and Farhan Anwar write about the potentials and challenges that face Karachi City as it positions itself amongst the leading cities of the world in the 21st century.

Planning for a Global City Karachi

Globalization has brought about many changes in the development pattern in Karachi.

Few of them include over whelming rise of nascent market economy doctrines; near collapse of state subsidies to vulnerable sections of the urban society; communication and information revolution that has further reinforced globalisation and complex diversification of stakeholders affecting urban development.

Several opportunities and threats have evolved in the process of making a global city. Overall improvement in the social and economic status of the citizens; possibilities of benefiting from growth and development in the social and economic status of the citizens; and approaching a sustainable format of development are key opportunities.

Threats comprise the potential social injustice to vulnerable sections of the society, loss of cultural and environmental assets across economic gains and the complete domination of non-local stakeholders in decision making.

A rational planning approach to transform Karachi into a sustainable global city shall evolve from consideration of all the realities, opportunities and threats in an objective manner.

This brief gives an overview of the development issues that are vital for consideration in an attempt to transform Karachi into a viable global city.

Image of the city

- Karachi is portrayed as a notorious hide out of terrorists.
- Foreigners usually consider it as a high risk city
- Law and order conditions are completely dismal.
- Authorities unconcerned to mitigate this matter

Social Structure

- Fully aware urban young generation (*different from migrants and their culture*)
- Fast increasing nuclear families due to young population
- Increasing frustration due to absence of adequate recreational and cultural outlets.

Economic setup

- Informal sector provider of major employment
- Land, real estate and property the stable form of investment
- Cash oriented / undocumented economy on the rise
- Formal economy marginally catering to the society.

Physical conditions

- Densification of the inner city areas on the rise
- Linear growth pattern persisting - illegal land subdivisions continuing without control - ribbon commercialisation
- Several prime relocation projects on the halt.

Infrastructure and services

- Water inappropriately managed,

distributed and produced

- Natural creeks and storm drains acting as city sewers - people managing their own internal systems
- Recycling industry informally supporting major chunk of urban waste
- Informal sector arranges for the public transport to a sizable extent.

Administrative setup

- Municipalities losing their management strength - tutelage of province intact
- Limited management capacity of lower tiers
- Absence of representative decision making
- Civil administration relying on high sounding high scale development projects.

Karachi: Few Prominent Urban Development Trends

Growth Pattern

- Sprawl along major arterial roads and link roads
- Western and eastern sites major locations of urban expansion

Squatter Settlement

- Increasing in number
- Inner city squatters densifying
- Consolidating and attempting to improve
- People moving into squatters from planned areas that have become slums



Infrastructure

- Institutional capacities shrinking (*KWSB-SDGK and KESC are clear examples*)
- People resorting to alternates (*own power generation*)
- Transport service on a total break down

Urban Administration

- Not willing to accept ground realities
- Influenced by interest groups
- Centrally governed by provincial and federal governments
- Lured by market forces - commercialization policy of major roads an example. □

- *Noman Ahmed*
Chairman, Deptt. of
Architecture & Planning,
NED Engineering University

Few immediate actions to grapple with globalization

- Conscious increase in the number and scale of cultural events to dispel images of terrorism.
- Preparation of Karachi Master Plan without any further delay.
- Creation of institutional mechanism to streamline the inputs of willing stakeholders in development work (*businessmen, industrialists philanthropists and mobilised interest groups*).

SOME PLANNING ISSUES WHERE CONSENSUS BUILDING IS REQUIRED

Object	Status	Some options
Squatter settlement (katchi abadis)	<ul style="list-style-type: none"> * House more than half of urban dwellers * Multiplying (572 in number) * Government lacks initiative to control their expansions and alternates 	<ul style="list-style-type: none"> * Evictions and bull dozing * Regularisation and upgrading * Re-location and resettlement * Workable housing options for the low and middle income groups
Major markets, whole sale and ware housing activity	<ul style="list-style-type: none"> * Concentrated in inner city areas and adjoining locations * No possibility of further expansion despite pressing need * Confront chronic problems of transportation, infrastructural services and conflict within the neighbourhoods 	<ul style="list-style-type: none"> * Concentrated relocation to peri-urban areas (such as along Super Highway) * Dispersal without planning to allow the city * Parallel new development (without consulting the existing stakeholders)
City centre (Saddar and Environs)	<ul style="list-style-type: none"> * Workes as a transit camp * Weak land use and building control * Break down of infracture * Cultural, recreational and social space dying out 	<ul style="list-style-type: none"> * Traffic management leading to decongestion * Protecting existing open spaces, parks and cultural spaces * Upgrading infra-structure * Control on densification
Urban infra-structure (water & sewerage, solid waste power, telephone etc.)	<ul style="list-style-type: none"> * Unequal distribution leading to shortages * Rampant breakdown * Very limited possibility of expansion * Heavy burden of foreign loans * Problem in revenue recovery 	<ul style="list-style-type: none"> * KWSB to become producer of water. Distribution should be unbundled and passed on to town. * CDGK to develop, maintain and upgrade existing drains/nullahs. Treatment facilities to be developed along existing conduits. * & KESC to adopt standard procedures of regularisation, service provision and billing. * Monitoring of large scale power thefts * Open and standard policy of infrastructure provision
Regularisation of illegally built buildings	<ul style="list-style-type: none"> * More than 700 buildings await decisions * Number of such structures rising - little information available * Pressure from the builders and developers on the rise 	<ul style="list-style-type: none"> * Professional evaluation of all such cases * Open standard policy for all such cases * Vigilance to stop the land use conversions
No urban plan at present	<ul style="list-style-type: none"> * Most of the past plans never acquired legal status * No planning law to support them * No united planning agency for the city 	<ul style="list-style-type: none"> * CDGK should create a unified planning agency for Karachi * Sindh legislature to re-visit the past proposals of planning laws * Research based participatory planning process should be initiated



Globalization: Where stands Karachi in this debate

In its broadest sense, the term globalization, as it is understood today, represents a greater integration and linkage of global financial mechanisms, global trade and cultural aspects to name only a few examples reflecting the more visible and tangible forms of this phenomenon.

Globalization is not new, but the present era has distinctive features. Shrinking space, shrinking time and disappearing borders are linking people's lives more deeply, more intensely, more immediately than ever before. Borders are breaking down in economic policy - as multilateral agreements and the pressures of staying competitive in global markets constrain the options for national policy, and as multinational corporations integrate their operations globally.

Multinational corporations now dwarf some governments in economic power. However, many feel that competitive markets may guarantee efficiency but not necessarily equity. Culture has also become important economically. Today's flow of culture and products is heavily weighted in one direction - from rich countries to poor. In the process, people are

concerned about the spread of global consumer culture and cultural homogenization.

Some development theorists have argued that with the apparent erosion of state power, the centres of power from where are manipulated the levers of authority, ascendancy and control over the globalization process are being increasingly based in a limited number of world cities termed as the global cities.

In the case of Pakistan, potential exists for the country to play an active economic and political role in the

region. Karachi can be identified as the city that can emerge as a regional if not an international global city.

However, as in the case of South Asia as a whole, issues such as political instability and volatility, bad governance, poverty, technological backwardness stand in the way.

It is argued that global cities - where banks, corporate headquarters and other command functions and high level producer - services firms such as law firms and advertising agencies oriented to world markets are concentrated - have emerged as strategic sites in the world economy. Thus more global the economy becomes, the higher the agglomeration of central functions in relatively few sites - the global cities.

However, critical to understanding the dynamics of global cities is the understanding that such cities within themselves show high levels of economic disparity. The geography of centrality and marginality that in the past was seen in terms of the duality of highly developed and less developed countries, is now also evident within developed countries and specially within their major cities. However, the devalorised economic sectors are servicing the corpo-

rate center of the economy and hence are necessary to the enter even though presented as marginal.

It has now become quite evident that the shift in urbanization will be from the developed to the developing world. The process of globalization, as it has impacted South Asia, reveals that there is a clear desire on the part of South Asian countries in the world to become as active part of the globalization process.

At the same time, there is enough data and facts to suggest that South Asia has emerged by now as one of the most poorly governed regions in the world. Serious obstacles such as poor governance, poverty, and technological backwardness will have to be surmounted before South Asia can find a place among the global players of the world.

In the case of Pakistan, potential exists for the country to play an active economic and political role in the region. Karachi can be identified as the city that can emerge as a regional if not an international global city. However, as in the case of South Asia as a whole, issues such as political instability and volatility, bad governance, poverty, technological backwardness stand in the way.

Experience has shown that nations are not always volunteer participants in the globalization process. Therefore, steps need to be taken to prepare the nation for what seems to be inevitable integration in the globalization juggernaut. □

*- Farhan Anwar,
Executive Member, Shehri-CBE*



Distinguishing Characteristics of a Global City

**GLOBAL
CITY**

Site for HQ's of TNC's / Banks

Important manufacturing centre

Major transportation node

Site for production of special services / financial innovation

Market place for specialized products / financial innovations

Major centre for international investment / concentration and accumulation of international capital

Large Population Size

Point of destination for large numbers of domestic and / or International Immigrants

Drive against factories causing pollution

The Nation, September 26, 2004
An anti-pollution campaign has been planned against the factories owners, operating in old areas of Karachi, sources said.

The government set up a special monitoring committee to tackle the problem of pollution. The Sindh government took a serious note of pollution reports in some parts of old city areas.

The officials concerned also expressed grave concern over the pollution created by industries in residential areas and called it a cruel act against environment, ecosystem and more importantly against the people living in the affected area.

City govt. plans ban on old buses, minibuses

Daily Dawn, Sept. 14, 2004

All old and rickety buses and mini-buses presently playing on the city roads will be banned, as they have become a source of pollution and discomfort to commuters. City Nazim, Naimanullah Khan said on Sunday.

"The city government will not issue certificates of fitness to old buses and mini-buses after fixing a cut-off date to be decided later," the nazim added.

He was speaking at a ceremony held to inaugurate a model park developed at Nazimabad's Inquiry Office by the city government.

Encroachers reduce Hawkesbay Scheme 24 by 2,828 acres

Star October 19, 2004

The Hawkesbay Scheme 42 on 20,900 acres initiated in 1984 has been reduced to 2828.092 acres after encroachments and the lack of coordination among various government departments.

Additional Chief Secretary Local Government Mr. Saleem Khan gave a presentation to the Sindh Governor Dr. Ishratul Ibad and informed him about the status of the schemes, its problem and what is needed to finalise the scheme.



NEIGHBOURHOOD WATCH

SHEHRI invites the residents of the city to share with us, their concerns, on issues which are adversely affecting their neighbourhood's environment. Please write to us, preferably with a supporting photograph, so that efforts are made and solutions sought - Ed.

CONVERSION MOST ILLEGAL!

(Construction of Illegal Commercial Building in Residential Area on Plot No.3, Block-2, J.C.H.S.)

We, the undersigned residents of Jinnah Co-operative Housing Society would like to draw the kind attention of concerned authorities towards a construction illegality and asked for immediate necessary action.

We, the undersigned, are disappointed as despite of our protests and complaints, work of commercial shops on the Plot No. 3, Block 3, J.C.H.S. is still in progress.

We, the residents of this society, once again request necessary action not only restricting its owner to stop any development but also making necessary arrangements for sealing / demolishing this illegal construction on the said plot. We hope that the immediate due attention should be given to this matter and also request the authorities to let us be informed about any action taken by them against the same, on this serious violence and breach of law. □

Muhammad Hanif
Rasheed Siddiq
Muhammad Haroon Memon
Abdul Nasir
Muhammad Amir
Muhammad Munir
Muhammad Ahmer
Mrs. Bilquis Akhter
Abdul Rasheed

Ashraf Darvesh through
attorney Mr. Am. Anas
Mrs. Bilquies Bano &
Muhammmad Anas
Muhammad Anaf
Muhammad Munif
Muhammaf Munaf
Muhammad Anas
Mrs. Bilquis Bano



URBAN TRANSPORTATION

Revitalizing the Karachi Circular Railway

As the government prepares to launch the revitalized Karachi Circular Railway from the 15th of January 2005, Farhan Anwar urges the importance of giving due consideration to the social and environmental ramifications of the project and preparing of adequate safeguards and mitigation strategies.

Recent press reports suggest that a summary has been placed before the Federal Cabinet for final approval regarding the revival of the Karachi Circular Railway (KCR).

This is a welcome news. However, as importance is given to the technical and financial aspects of the project, it is of critical importance that due consideration is accorded to the social and environmental ramifications of the project and adequate safeguards and mitigation strategies adopted. This article highlights some of the issues that merit consideration.

In the revitalization plan presently being promoted, the existing 30 km KCR track will be rehabilitated and improved. Some railway stations will be relocated, some closed, while a new railway station will also be built. The facilities/utility systems at the railway stations will be rehabilitated and improved. Associated infrastructure such as footbridges, platforms, fencing, signaling systems will also be renovated/installed. Since it is proposed to run trips of KCR at 15 minutes intervals, the present level crossings are being considered to become redundant. It is therefore proposed to build under passes and overheads, on the sites of some of the existing level crossings. The remaining level

crossings are to be closed.

Scattered small and large scale encroachments exist all along the KCR corridor and at certain railway station sites. Even though they may not hinder presently proposed infrastructure development

Issues like parking space for buses/private cars, zoning for either accommodating / regulating hawkers/vendors, and other medium to large scale commercial enterprises or limiting or preventing such activities will have to be incorporated in the implementation procedures.

schemes, they offer other problems and concerns which would need to be considered and mitigation strategies developed, to counter these concerns. For example, there is the issue of public safety. It has been observed that regular movement of people takes place across the tracks, which are also at places used as dumping sites for the garbage generated in the surrounding areas and beyond. The tracks would at the minimum need to be secured and isolated to guarantee public safety during KCR operation. This is particularly relevant in view of the fact that the KCR service is proposed to be run at 15-minute intervals.

The danger and potential for serious accidents and risks would nevertheless remain, as jumping the fence is considered only as a minor inconvenience. Even in the urbanized sections of the city, fences on road medians have not proven as a foolproof method of controlling hazardous human movement and steel fences have been known to be dislocated or simply bypassed by pedestrians jumping

over them to cross roads.

In the typical 'kutchi abadis', children are known to be left mostly unattended during the day, which increases the risks of accidents. It would therefore be appropriate that consideration is made for a phased removal and relocation/resettlement programme after proper prioritization of unauthorised settlements along the KCR corridor and relevant railway station sites.

The proposed railway stations, particularly in the densely populated localities like Nazimabad, Liaquatnagar and Gulshan-e-Iqbal are likely to attract much greater movement and presence of people, transport and small business enterprises in their immediate vicinity. As bus routes are proposed to be integrated with the KCR stations, continued and heavy movement of such transport will be directed towards and from the railway stations. Experience shows that small hawkers / vendors would immediately be tempted to establish base in the area.

Such activities if not properly planned and regulated could adversely impact the already stressed social and environmental status of the surrounding localities, which are presently exhibiting evidence of congestion, land use violation and environmental stresses. The localities of Nazimabad, Liaquatnagar, Gulshan, Lyari can be cited to illustrate these concerns.

Issues like parking space for buses/private cars, zoning for either



accommodating / regulating hawkers/vendors, and other medium to large scale commercial enterprises or limiting or preventing such activities will have to be incorporated in the implementation procedures. In the absence of such provisions, serious land use and zoning violations /encroachments are expected to take place and multiply, in addition to increased pollution levels due to greater generation of waste, higher noise levels and enhanced levels of atmospheric pollutants.

A terminal station is proposed to be established within the city. Construction/operation of a terminal station would result in an altered land use status for the area with the accompanying changes in its characteristics and profile. The availability of supporting infrastructure/utility systems such as drainage facilities at the proposed sites has to be carefully evaluated. Public acceptability by local residents for a plan which is likely to increase pollution load in the area, lead to greater congestion, aesthetic impairment and lowering of land value, while offering nothing in return like employment opportunities is highly unlikely.

The issue of unauthorised settlements within the corridor of the KCR would have to be tackled and resolved, better sooner than later. The corridor needs to be cleared and secured for public safety reasons and to ensure that future expansion /extension in the KCR network can be suitably accommodated. It is therefore recommended that priority ranking be identified for removal of encroachments. A phased removal process is suggested. The ranking may be based on greater public safety risks, location of encroachments (such as at a railway station site) and future short-term/long-term expansion plans.

However, the removal of encroachments has to be linked with a proper and feasible resettlement plan for which provision of sites for resettlement have to be allocated and developed prior to the initiation of the removal process. The entire removal/resettlements process has to be carried out with transparent and meaningful involvement of the affected communities and citizen groups to avoid the bad experiences of past city projects.

It is also suggested that the proposal of constructing certain underpasses at level crossing sites also be reviews and reassessed in the light of the expected problems related to possible relocation of commercial / human settlements and civic infrastructure utilities. Other expected impacts such as public safety concerns, non-availability of vertical height clearance for heavy vehicle and disruption in other modes of pedestrian movement also necessitate detailed review of existing plan and consideration of alternatives. In this regard, a full blown EIA is also recommended.

In this connection, it may also prove useful to review the proposal of running the KCR trips at 15-minute intervals. It is uncertain whether the present public movement patterns and volume necessitate such a busy schedule for the KCR. Reduction in the number of trips may also lead to the possibility of permanently closing certain problematic level crossings, instead of opting for costly and environmentally suspect measures like construction of underpasses and overheads. The atmospheric pollution load in addition to very serious noise pollution concerns arising from a continuously running the KCR service through residential / commercial areas can be avoided with a more realistic KCR operation schedule. It is therefore recommended that this proposal

be reviews.

It is also suggested that further optional uses of KCR need to be taken into account to increase the viability and effectiveness of the project. In 1994, the then Karachi Metropolitan Corporation (KMC) had initiated a project namely the Garbage Train Project, which proposed the collection and transportation of city solid waste via the KCR system, to a landfill site at Dhabeji on the National Highway.

The mode of KCR for transportation of waste was proposed as transporting waste by buses was found to be a non-feasible option, both financially and operationally. This project, though terminated after two months of operation, can still be revived and integrated in the KCR Revitalisation Plan.

The KCR network at certain places like the Gilani Railway Station and Manghopir Railway Station could be used for linking with upcountry movement through mainrail service, as was the case in the past. This would reduce the load at the Karachi City and Karachi Cantt railway Stations.

The KCR, in itself may not possess the capacity of acting as the prime mover of commuter traffic in Karachi. Nonetheless, it has a sound potential of linking up with other modes of regular and mass transit systems to provide sustainable, environment friendly, efficient and affordable means of transport for the citizens of Karachi. □

Farhan Anwar is Executive Member, Shehri-CBE and Editor Shehri Newsletter

Courtesy: Daily DAWN



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. What should be the minimum number of members in a Citizen Community Board at the time of registration?

Shahid Saleem, Gulshan-e-Iqbal, Karachi

A. The minimum number of members is 25

Q. Where does a Citizen Community Board gets registered?

Arshad Shah, Nazimabad, Karachi.

A. Office of the Community Development Department, City District Government Karachi.

Q. How will the work of a Citizen Community Board get monitored?

Najeeb Mirza, Clifton, Karachi

A. The work will get monitored it three levels.
* Monitoring by CCB
* Monitoring by Monitoring Committee of the Council.
* Monitoring by a concerned office dealing with CCB's.



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SHEHRI Citizens for a Better Environment
206-G, Block 2, P.E.C.H.S.,
Karachi-75400 Pakistan.
Tel / Fax 453-0646

With a cross cheque of Rs. 1000/- (Annual Membership Fee) in the name of Shehri-CBE with passport size photograph

Name : _____

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

Address : _____

Occupation : _____

Shehri needs volunteers

to work in its following subcommittees

- Legal**
- Media & Outreach**
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- Gun Free Society**
- Conservation & Heritage**
- Fund Raiser**

SHEHRI MEMBERSHIP

Don't forget to renew your membership for 2004!

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POLLUTION

Population and environment

The **Ministry of Population Welfare, Government of Pakistan** informs the citizens about the critical linkage between population growth and environmental degradation

In Pakistan, the rapid growth of a population that is heavily dependent on natural resources has resulted in many environmental problems. Some of the most important of such issues, which requires immediate attention, include: Loss of agricultural land due to water logging and salinity, resulting from inefficient irrigation practices; Damage to soil and freshwater resources due to the extensive and uncontrolled use of fertilizers and

in the shape of land pollution. Pakistan, on an average, generates 47,920 tonnes of solid waste daily. With no disposal management or waste treatment system in place, urban areas are being polluted every day. By estimation, 80 per cent of the solid waste in Pakistan is disposed off by open dumping.

Total emission of Carbon Dioxide in the last decade has increased by 43 per cent whereas per capita CO2 emission has increased by 12 per cent contrary to a decline of 2 per cent observed globally, due to use of liquid fuels which comprise more than half of the overall CO2 emission in Pakistan, transportation being a major source of increase. Latest statistics reveal that the number of motor cycles and motor cars on road in Pakistan has increased almost three folds only in the last decades. This has been a major contributing factor in the overall environmental degradation in Pakistan by increasing road congestion, CO2 emission and noise pollution levels.

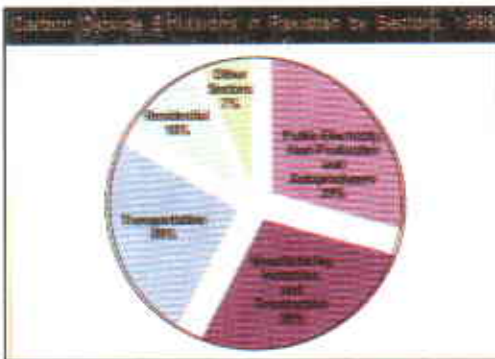
While toxins are increasing, forests are being depleted. Total natural forests area in Pakistan is around 1.3 million hectares which has been reduced by one-third in the last decade alone. Globally, this rate of reduction was only 4 per cent. The deforestation rate ranging from 0.2 per cent to 0.5 per cent annually in Pakistan is in fact the second highest rate in the entire world. The principal cause of deforestation is the consumption of fuel wood and timber and high population growth.

Loss of biodiversity is another area of concern for Pakistan which fundamentally is due to unsustainable high rate of human population growth, industrial wastes and poor management of biological resources. Continuing loss, fragmentation and degradation of natural habitats is another great concern in Pakistan. Some of the species are already extinct in Pakistan and many are threatened.

A direct result of rapid population growth is the pressure on energy resources. More than half of the total energy in Pakistan is consumed by residential sector followed by the industry and transportation sectors which are growing rapidly. On the other hand, Pakistan for its energy is heavily dependent upon imported oil and spends around 3 billion US dollars annually on oil imports.

Although the legislative and regulatory framework for environmental protection and conservation has been developed to a large degree, major steps towards implementation are still required. Pakistan is already reaching the disaster point in respect of environmental degradation, pollution levels and forest depletion. □

Courtesy: Ministry of Population Welfare, Government of Pakistan



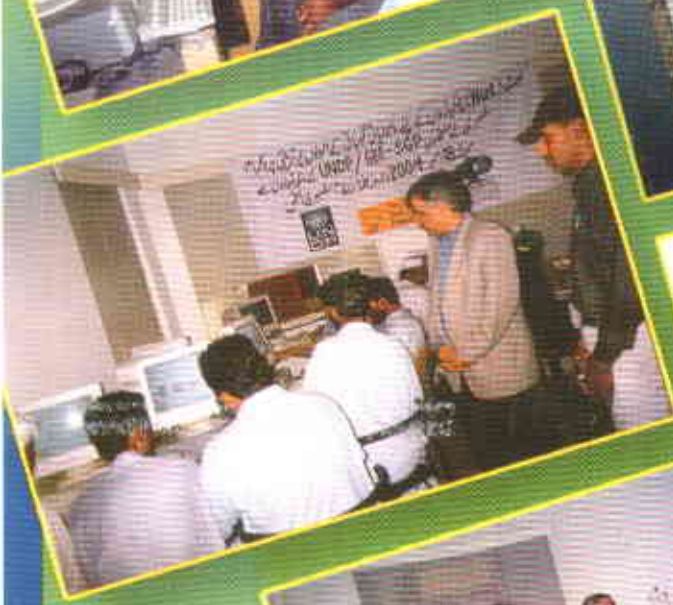
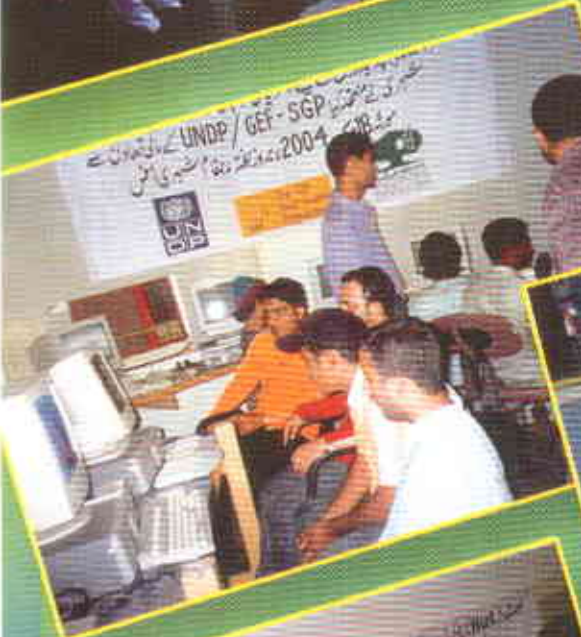
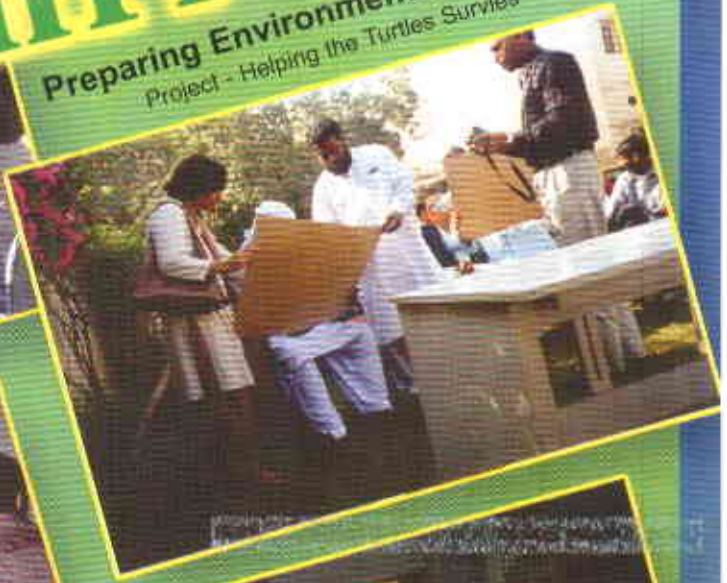
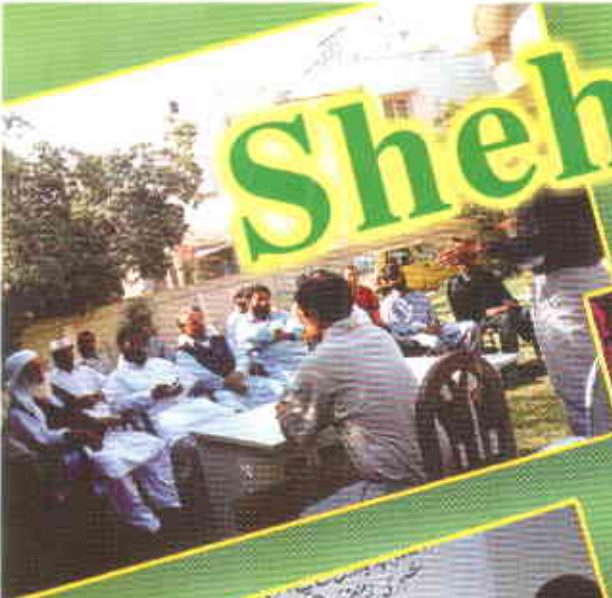
pesticides; Deforestation and rangeland degradation due to land clearing, logging, fuel wood extraction and livestock grazing, resulting in the destruction of wildlife habitat, soil erosion and sedimentation of lakes and reserves; and contamination of the freshwater resources and the degradation of coastal areas, including mangrove forests.

With high population growth and urbanization rates, per capita water availability has been reduced to 1,200 cubic meters from 5,650 cubic meters in 1951 and rapidly approaching the scarcity level of 10,00 cubic meters. Moreover, existing water resources are under increasing threat by untreated municipal and industrial wastes discharged in water sources and water reservoirs. Another adverse impact is



Shehri

Preparing Environmental Stewards
Project - Helping the Turtles Survive



Audio Visual Training Program
for Hut Chowkidars of
Sandspit/Hawksbay Beaches